TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

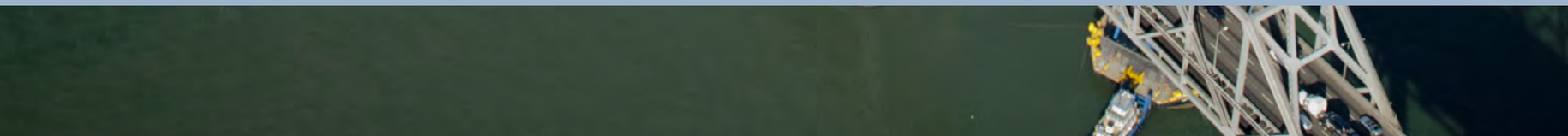
November 3, 2011

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: October 26, 2011

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – November 3, 2011

Herewith is the TBPOC Meeting Materials Packet for the November 3rd meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Final Agenda

TBPOC MEETING
November 3, 2011 10:00am – 1:00pm
Mission Bay Office, 325 Burma Road, Oakland
TBPOC-PMT pre-briefing: 10:00am – 11:00am
TBPOC meeting: 11:00am – 1:00pm

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	S. Heminger, BATA	5 min	Information
2.	**CONSENT CALENDAR** a. TBPOC Meeting Minutes: 1) October 6, 2011 Meeting Minutes* b. Contract Change Orders (CCOs): 1) Self-Anchored Suspension Span (SAS) CCO 25-S0 (Seismic Joints)* 2) Yerba Buena Island Transition Structure (YBITS) No. 1 CCO 76-S1 (Oakland Detour Seismic Joints)*	 A. Fremier, BATA D. Noel, CTC		 Approval Approval
3.	**PROGRESS REPORTS** a. Draft 2011 Third Quarter Project Progress and Financial Update**	P. Lee, BATA	5 min	Approval
4.	**PROGRAM ISSUES** a. East Span Salvage* b. 2012 Regional Closure Master Calendar*	P. Lee, BATA M. Forner, CT	30 min 10 min	Information Information
5.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES** a. Corridor Update*	T. Anziano, CT	30 min	Information
6.	**ANTIOCH/ DUMBARTON BRIDGE SEISMIC RETROFIT UPDATES** a. Updates*	M. Forner, CT	15 min	Information
7.	**OTHER BUSINESS**			
	Next TBPOC Meeting: December 1, 2011, 1:00 PM – 4:00 PM **Director's Conference Room, 1120 N Street, Sacramento**			

* Attachments
** Stand-alone document included in the binder
*** To be sent under separate cover

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Table of Contents

TBPOC MEETING
November 3, 2011

* Attachments
** Stand-alone document included in the binder
*** To be sent under separate cover

ITEM 1: CHAIR'S REPORT

No Attachments

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** October 26, 2011

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2a1

Item- Consent Calendar
TBPOC Meeting Minutes
October 6, 2011 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the October 6, 2011 Meeting Minutes.

Attachment(s):
October 6, 2011 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
October 6, 2011, 10:00am – 1:00pm
Mission Bay Office, 325 Burma Road, Oakland
TBPOC – PMT pre-briefing: 10:00am – 11:00am
TBPOC meeting: 11:00am – 1:00pm

Attendees: TBPOC Members: Steve Heminger (Chair), Bimla Rhinehart, and Malcolm Dougherty
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Bill Casey, Michele DiFrancia, Rich Foley, Mike Forner, Ted Hall, Beatriz Lacson, Peter Lee, Brian Maroney, Bart Ney, Dina Noel, Bijan Sartipi, Jon Tapping, Ken Terpstra, Deanna Vilchek, and Jason Weinstein

Convened: 11:31 AM

Items	Action
1. CHAIR'S REPORT • N/A	
2. CONSENT CALENDAR a. TBPOC Meeting Minutes 1) September 8, 2011 Meeting Minutes b. Contract Change Orders (CCOS): 1) YBITS No. 1 CCO 904-S0 (BASE Microwave Transmission System), $1,200,000	• The TBPOC **APPROVED** the Consent Calendar, as presented.
3. PROGRESS REPORTS a. TBSRP Project Progress and Financial Update September 2011 • P. Lee presented the September 2011 monthly report, which was approved by the PMT through a TBPOC-delegated authority.	• The TBPOC confirmed **APPROVAL** of the Project Progress and Financial Update September 2011.
4. SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB) UPDATES a. Seismic Safety Opening (SSO) Schedule • Not discussed. b. Self-Anchored Suspension (SAS) Span	

Items	Action
1) Update 2) B. Maroney indicated that cable operation is scheduled to begin December 2011; he is working with BATA (J. Weinstein) on an animation for the operation. c. Yerba Buena Island Transition Structure (YBITS) No. 1 1) Update • Not discussed. 2) Hinge K Update • Not discussed. d. Oakland Detour 1) Bridge Closure • B. Maroney reported that the westbound detour substructure work has begun; foundation work was finished before the rainy season started. Superstructure construction will begin after abatement work is done. o Barring unforeseen delays, a full westbound deck closure is envisioned for the westbound detour traffic switch, to occur potentially during the President's Day weekend in February 2012. The date and time required for the closure (2 or 3 days) should be confirmed by the contractor within a month. 2) Communications Plan • B. Ney presented an overview of the proposed communications plan for the westbound detour. The plan will include talking points and a more aggressive outreach campaign compared to that of the eastbound detour (which required only select overnight lane closures). o To inform the public and other stakeholders of a full deck closure, the plan will rely on the following	

Items	Action
communication tools: project website, microsite, social media, an enhanced Bay Bridge explorer application, banners in strategic locations, and use of electronic billboards. Additionally, the bridge (and closure) will be a prime-time feature on a popular television program in January 2012, which has an estimated viewership of 20 million. Coordination with transit agencies and the trucking industry will also take place. o B. Maroney pointed out that the Public Information Office (PIO) will not get the benefit of a four-month lead time for this communications plan as the bridge closure date and duration will not be known until next month. ➢ The PIO was invited to attend the project weekly meetings in order to keep abreast of its progress. e. Oakland Touchdown (OTD) No. 2 1) T. Anziano indicated that since the contract's original scope of work has changed, an addendum is being developed to cover the time adjustment and the A+B element of the contract. f. Existing SFOBB Demolition 1) Environmental Re-evaluation • T. Anziano reported that since the time when most of the environmental documents for the project were finalized, minor changes in the environment and law have occurred and more detailed data about the demolition have surfaced. This requires a re-evaluation of the environmental documents and existing permits. o The inter-agency coordination is going well and the re-evaluation is	

Items	Action
on track schedule-wise. 2) E1 Demolition • T. Anziano noted that the current environmental document/re-evaluation and YBITS #2 plans call for the complete removal of Pier E1. Changing this plan could result in further environmental examination and lead to potential delays to the bridge demolition. • P. Lee summarized three options for TBPOC consideration on the re-use of E1. • Discussion items included: Preservation or complete/partial removal of E1; historical experts' position; architects' opinion; cost and schedule impact(s). • The TBPOC agreed to bring this item back next month for a decision.	• Staff to present the E1 options again at the November 3 TBPOC meeting, and invite to the meeting the pertinent personnel who are involved in the E1 decision making.
5. ANTIOCH/ DUMBARTON BRIDGE SEISMIC RETROFIT UPDATES a. Update • M. Forner gave the status of ongoing work on the Antioch and Dumbarton Bridge projects. o <u>Antioch</u>: ➢ Work is progressing smoothly. ➢ The bridge is on track to be seismically retrofitted by year-end 2011. o <u>Dumbarton</u>: ➢ An issue has arisen regarding the installation of the seismic isolation bearings that could delay the project. The Department (with help from	

Items	Action
BATA) will work with the contractor to determine cost and schedule impacts of a change in the contractor's means and methods. ➢ The Department is working aggressively with the contractor and steel fabricator to resolve issues related to submittals/shop drawings and mitigate risk. ➢ The Chair requested a fuller briefing at the next TBPOC meeting.	• Staff to provide a more comprehensive briefing on the Dumbarton Bridge project at the November 3 TBPOC meeting.
6. OTHER BUSINESS • San Mateo-Hayward Rehabilitation Update o At the Chair's request, B. Sartipi provided a brief project update. ➢ Two, two-day weekend, full bridge closures are anticipated six months after the contract is advertised in January 2012. o With other ongoing TBSRP projects anticipating major highway closures, the Chair suggested that a master schedule that reflects all the toll bridge closures currently planned be presented at the next TBPOC meeting. • Bridge Tours o M. Dougherty reported that a December 1 bridge tour is scheduled for his colleagues from other State Departments of Transportation. o P. Lee indicated that Engineering and Design Advisory Panel (EDAP) members are scheduled for an evening tour of the bridge on November 10. o B. Maroney reported that the East Span Seismic Safety Peer Review Panel's J. Nicolleti and company will	• Staff to present a master schedule of all major highway closures currently anticipated at the TBPOC November 3 meeting.

Items	Action
tour the project on December 8. • Next TBPOC Meeting o The next TBPOC meeting is scheduled for November 3, 2011 in Oakland. • In Memoriam o The meeting adjourned in memory of EDAP member and renowned earthquake engineer, Joe Penzien, who recently passed away.	

Adjourned: 12:24 PM

TBPOC MEETING MINUTES
October 6, 2011, 10:00am – 1:00pm

APPROVED BY:

_____ _____
STEVE HEMINGER, TBPOC Chair Date
Executive Director, Bay Area Toll Authority

_____ _____
BIMLA G. RHINEHART, TBPOC Vice-Chair Date
Executive Director, California Transportation Commission

_____ _____
MALCOLM DOUGHERTY Date
Acting Director, California Department of Transportation

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** October 26, 2011

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b1

Item- Consent Calendar
Contract Change Orders (CCOs)
Self-Anchored Suspension CCO 25-S0 – Modify Hinge A Seismic Joint

---

Recommendation:
APPROVAL

Cost:
$1,500,000.00

Schedule Impacts:
No Anticipated Impacts

Discussion:
CCO 25-S0 in the not-to-exceed amount of $1,500,000.00 is necessary to cover the costs associated with design modifications made to the original Hinge A on the SAS contract.

Design modifications were necessary to improve the joint fit-up with the barrier rail, provide better friction, prevent de-lamination between the concrete and steel interface, and provide adequate bearing between the deck plates and the channel assemblies.

The total cost estimate for design changes is approximately $2,691,577.00. Some of these changes totaling $1,191,577.00 were addressed under the fabrication recovery CCO 108-S1, approved by the TBPOC in November 2009. The requested $1,500,000.00 under CCO 25-S0 will cover the remaining approximate balance.

A future CCO to pay for installation costs will be processed at a later date, and no time adjustment is warranted as this change order does not affect the controlling operation.

Risk Management:

The Second Quarter Risk Register carries a 50% probable value of $1,375,000.00 to address expenditures beyond the original $1,191,577.00 approved under the fabrication

recovery change order CCO 108-S1. In addition, the change order log in the Risk Register reserves $1,053,548 for this work. The additional $446,542.00 needed for this change can be covered by the seismic joints item identified in the Risk Register.

Attachment(s):

1. Draft CCO 25-S0
2. Draft CCO Memorandum: 25-S0
3. SFOBB Seismic Joint – Progress Update

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 25 Suppl. No. 0 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 **FED. AID LOC.:**

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such tim e for idle time. This last percentage shown is the net accumulated increase or decrease from the o

DRAFT

Adjustment of Compensation at Lump Sum:

ITEM 1.

Modify the Hinge A Seismic Joint as follows:

A. Revise Special Provisions Section 10-1.54 "SEISMIC JOINT," as shown on sheets 3 through 14 of this change order.

B. Revise Special Provisions Section 10-1.70 "CLEAN AND PAINT STRUCTURAL STEEL (SEISMIC JOINT, SPHERICAL BUSHING BEARING, AND SHEAR KEY)," as shown on sheet 14 of this change order.

The following revised plan sheets detail the changes addressed in this change order: 852R3, 863R3, 864R1, 864S1, 864S2R2, 864S3R1, 864S4R1, 864S5R1, 864S6R2, 864S7R1, 864S8R1, 864S9, 864S10, 864S11R1, 865R5, 866R3, 867R5, 868R5, 869R2, 870R3, 871R4 and 872R3 (of 1204) as shown on sheets 15 through 36 of this change order.

This change order resolves the costs associated with Contractor Request for Information (RFI) numbers 2463 and 2507 with respect to changes listed above.

Adjustment of Compensation at Lump Sum.....ROM $2,691,577.00

ITEM 2.

The items identified above in this change order have been paid as part of CCO 108S1 resolution. Therefore, the amount due under this change order will be adjusted by the amount paid under CCO 108S1 to prevent a double payment. Total amount paid under CCO 108S1, and to be credited to this change, is $1,191,577.00.

Adjustment of Compensation at Lump Sum.....<$1,191,577.00>

CHANGE ORDER COST AND TIME SUMMARY

(ITEM 1) Adjustment of Compensation at Lump Sum	ROM $2,691,577.00
(ITEM 2) Amount paid under CCO 108S1 for this change order	<$1,191,577.00>
Total net pay for this change order	ROM $1,500,000.00

This sum constitutes full and complete compensation for furnishing all labor, material, tools and incidentals including all markups by reason of this change.

By order of this change it is understood that additional costs to install the Hinge A Seismic Joint and apply Polymer/Aggregate Skid Coat, will be compensated for in a future change order.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 25 Suppl. No. 0 Contract No. 04 – 0120F4 Road SF-80-13.2/13.9 **FED. AID LOC.:**

Estimated Cost: Increase ☒ **Decrease** ☐ **ROM $1,500,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 Days

Submitted by

Signature	**Resident Engineer**		
		Kannu Balan, Senior T.E.	**Date**

Approval Recommended by

Signature	**Program Manager**		
		Tony Anziano, Program Manager	**Date**

Engineer Approval by

Signature	**Program Manager**		
		Tony Anziano, Program Manager	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	**Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: Tony Anziano, Program Manager /	FILE: **E.A.** 04 - 0120F4
FROM: Kannu Balan, Senior TE	**CO-RTE-PM** SF-80-13.2/13.9
	FED. NO.

CCO#: **25**	SUPPLEMENT#: **0**	Category Code: **CHSX**	CONTINGENCY BALANCE (incl. this change) **$145,988,171.11**
COST: **$1,500,000.00**	INCREASE ☑ DECREASE ☐		HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO

CCO DESCRIPTION:
Seismic Joint Modifications Hinge A

PROJECT DESCRIPTION:
C[illegible]ICT [illegible]CHOR[illegible]USP[illegible]

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	[illegible] Deferred Time CCO(s): (inc[illegible]g this change)
2490 Day(s)	**0** Day(s)	**501** Day[illegible]	[illegible]

THIS CHANGE ORDER PROVIDES FOR:

Modifying the Hinge A seismic joint.

Revising Special Provisions Sections 10-1.54 "SEISMIC JOINT," and 10-1.70 "CLEAN AND PAINT STRUCTURAL STEEL (SEISMIC JOINT, SPHERICAL BUSHING BEARING, AND SHEAR KEY)."

In October of 2006, Structure Design (Mike Whiteside) requested to modify the Hinge A seismic joint including material changes, the shape of steel top plates, and the construction sequence. These changes, which were to be included in Addendum 8 to the SAS contract, were never issued prior to the contract bid opening. Instead the TBPOC decided not to issue Addendum 8, requiring the work to be addressed as a change order. Since that time, additional design iterations have taken place.

The revised design has changed tapered plates to flat plates and incorporates a compressible Trelleborg neoprene element. The seismic joint width is changed to match the width of the support plates and deck plates. An extra diverter plate has been added and the deck and support plates have been widened under the barrier rail to make the seismic joint watertight at the barrier locations. Changes have been made to the seismic joint to coordinate fit-up with the barrier rail. The machined pattern on the top surface of the deck plates is changed to provide better friction. The shear studs on the vertical face of the channel assembly are staggered and straightened as requested by Maintenance (Bill Zanetich) to prevent delamination between the concrete and steel plate. Alternate channel assembly details were provided since there was not adequate bearing between the deck plates and the channel assemblies. Sixteen additional 100 mm thick plates were purchased and machined to replace the plates that did not meet the revised tighter tolerances required under the new design, of which two of the additional plates were used in CCO 140 (Seismic Joint Testing).

This change order resolves the costs associated with Contractor Request for Information (RFI) numbers 2463 and 2507 with respect to changes listed above. The installation cost will be compensated in a future CCO.

The amount of $1,191,577.00 for changes prior to November 17, 2009, was paid in CCO 108S1 (Fabrication Recovery). The additional cost of this change order is ROM $1,500,000.00 for changes that occurred after November 17, 2009, which can be financed from the contingency fund. A detailed cost analysis will be included on file.

No time adjustment is warranted as this change order does not affect the controlling operation.

This change order will obtain concurrence from Brian Maroney (Principal TE), Ken Terpstra (Project Manager), Rich Foley (HQ Oversight), William Casey (Sup. TE), Wenyi Long (Bridge Design), Lina Ellis (Maintenance), and Jing Chen (District Design).

This change order is pending approval from the Toll Bridge Program Oversight Committee (TBPOC).

CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:			
Construction Engineer:	Dep TB Proj Man, Brian Maroney	Date	9/19/11
Bridge Engineer:	William Casey, Sup TE	Date	9/16/11
Project Engineer:	CT Oversight, Wenyi Long, P.E.	Date	9/9/11
Project Manager:	Proj Manager, Ken Terpstra	Date	8/24/07
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):	Struct. Maint, Lina Ellis	Date	9/8/11
Other (specify):	HQ, Rich Foley	Date	9/16/11
District Prior Approval By:	HQ, Ken Darby	Date	12/21/06
HQ (Issue Approve) By:		Date	
Resident Engineer's Signature:		Date	

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$1,500,000.00	$1,500,000.00
TOTAL	$1,500,000.00	$1,500,000.00

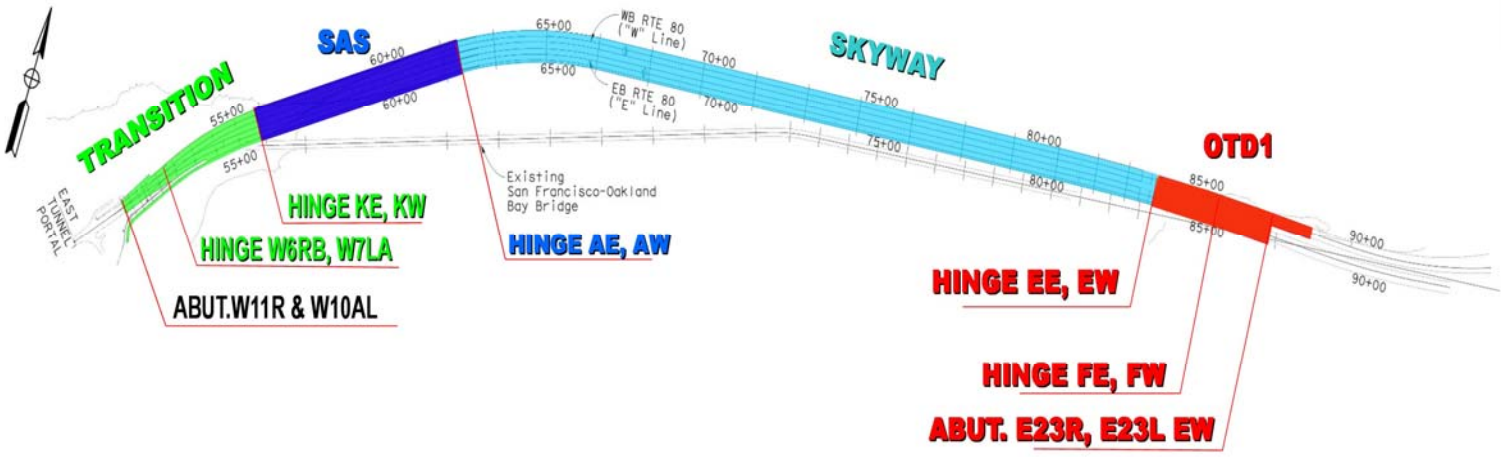
FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

SFOBB EAST SPAN SEISMIC SAFETY PROJECT **November 3, 2011**
SEISMIC JOINTS – PROGRESS UPDATE



ABUT. W11R & W10AL - $91,380
YBITS1 CCO No. 7 – CCO No. 7 issued to modify the riding surface texture pattern.

HINGE W6RB & W7LA - $1,750,000 (Not to Exceed Cost Approved by TBPOC)
YBITS1 CCO No. 33 - Replace original plan tapered plate joints with DS Brown Modular Deck Joints. Joint fabrication CCO No. 33-S0 issued in February 2011. Joint installation CCO No. 33-S1 pending.

HINGE KE & KW - $2,267,613 (Not to Exceed Cost Pending TBPOC Approval)
YBITS1 CCO No. 100 – Design modifications to flat plate joint have been completed. Joint fabrication CCO No.100-S0 issued in September 2011. Joint installation CCO No. 100-S1 pending.

HINGE AE & AW - $2,000,000 (Estimated Cost)
SAS CCO No. 25 - Design modifications to flat plate joint have been completed. Joint fabrication is in progress. CCO No. 25 will be issued to provide for additional fabrication and installation costs.

HINGE EE, EW, FE & FW - $3,000,000 (Not to Exceed Cost Approved by TBPOC)
YBITS1 CCO No. 76 – Design modifications to modular joint have been completed to fit the existing block outs. Joint fabrication CCO No. 76-S1 issued in October 2011. Joint installation CCO No. 76-S2 pending.

ABUT. E23L & E23R – $1,500,000 (Estimated Cost)
YBITS1 CCO No. or OTD2 Contract TBD - Original steel deck plate joint needs no modifications except to change riding surface texture. Flat plate joints will be at the east abutment of OTD (E23R).

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** October 26, 2011

FR: Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

RE: Agenda No. - 2b2

Item- Consent Calendar

Contract Change Orders (CCOs)

Yerba Buena Island Transition Structure (YBITS) No. 1 CCO 76-S1 – Furnish OTD Seismic Expansion Joints

---

Recommendation:
For Information Only

Cost:
$1,942,203.00

Schedule Impacts:
No Anticipated Impacts

Discussion:
CCO 76-S1 in the amount of $1,942,203.00 is necessary to procure 4 modular seismic joints for the OTD structure.

At the September 8, 2011, the TBPOC approved CCO#76-S1 for a not to exceed amount of $3,000,000.00 to furnish and install the four modular seismic joints for the OTD structure. This request for $1,942,203.00 is the procurement portion. A subsequent CCO will be processed to pay for the installation. The estimated cost for the combined furnishing and installation is within the approved $3,000,000.00.

These joints were eliminated from the OTD#1 contract due to redesign issues and will now be furnished and installed under the YBITS1 contract. The modular joints consist of separate steel beams joined together to allow for seismic expansion in an accordion like fashion.

Change Order No. 76-S0 was issued for $180,000.00 to perform site investigation of the existing OTD structure in order to ensure the 4 redesigned joints fit with the as-built condition of the bridge. Change Order No. 76-S1 shall provide for the fabrication of the

seismic joints in order to mitigate any delays to the SFOBB SSO with the cost of installing the joints to be paid under CCO No. 76-S2 at a later date.

The TBPOC approved CCO No. 76-S1 at a cost not to exceed $3,000,000.00 to both furnish and install the joints at their September 8, 20011 meeting. This change order to furnish the joints along with the future CCO No. 76-S2 to install the joints is anticipated to fall within this approved cost.

Risk Management:

The new SFOBB east span calls for 6 seismic joints to be installed on the YBITS1 contract and 2 on the SAS contract. An additional 7 joints are anticipated to be provided for the OTD1 contract under YBITS1. Funding of $10,000,000.00 was approved for the contract in February of 2011 to provide for the modifications to the YBITS1 joints and the procurement of the OTD1 joints. This change order falls within the budgeted amount provided for this work. As such no risk management consideration is required.

A progress update on the status of the design modifications and procurement of these 15 joints is attached.

Attachment(s):

1. Draft CCO 76-S1
2. Draft CCO Memorandum: 76-S1
3. CCO No. 76-S0 w/ CCO memo (Approved Copy)
4. SFOBB Seismic Joint – Progress Update

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 76	Suppl. No. 1	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Furnish the modular seismic joints at Hinges EE, EF, FE and FW of the Oakland Touchdown Structure (Br. No. 34-0006 L/R) as specified on Sheets No. 2 through 11 of this change order and as shown on Sheets No. 12 through 21 (Contract Plan Sheets No. 790DS through 790MS of 806) of this change order.

Extra Work at Lump Sum:

Provide compensation to the Contractor for all costs associated with furnishing the modular joints for Hinges EE, EF, FE and FW as specified under this change order.

For these costs, the Contractor shall be compensated an agreed lump sum of $1,942,203.00 which constitutes full and final compensation, including all markups, for all additional costs incurred in furnishing the modular joints as defined by this change order.

Compensation provided under this change order includes all costs associated with the design and fabrication of the modular joint seal assemblies including submittal of working drawings, quality control plan and inspection and proof testing as specified under this change order. Compensation also includes the transporting of the joints to the project site.

Any costs pertaining to the installation and jobsite storage of the modular joints, including inspection and installation consultation by a qualified representative of the manufacturer at the job-site, shall be deferred and shall be provided under a supplemental change order.

There shall be no reduction in compensation, as defined under Section 55-4.02 “Payment” of the Contract Standard Specifications, for additional shop inspection expenses sustained by the State should any modular joint fabrication shop be located more than 480 air line kilometers or 4,800 air line kilometers from Sacramento and Los Angeles.

Cost of Extra Work at Lump Sum $1,942,203.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$1,942,203.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by		
Signature	**Resident Engineer** William Howe, Senior R.E.	**Date**
Approval Recommended by		
Signature	**Principal T.E.** Mike Forner	**Date**
Engineer Approval by		
Signature	**Principal T.E.** Mike Forner	**Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by		
Signature	**(Print name and title)**	**Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: Deanna Vilcheck, ACM /	FILE: **E.A.** 04 - 0120S4
FROM: William Howe, Senior R.E.	**CO-RTE-PM** SF-80-12.7/13.2
	FED. NO. NO FED AID
CCO#: **76** SUPPLEMENT#: **1** Category Code: **CHXX**	CONTINGENCY BALANCE (incl. this change) **$90,488,248.19**
COST: **$1,942,203.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Hinge EE, EW, FE & FW Seismic Joints	**PROJECT DESCRIPTION:** YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	**0** Day(s)	**0** Day(s)	**0** %	**0**

THIS CHANGE ORDER PROVIDES FOR:

The procurement of 4 modular seismic joints for the Oakland Touchdown Structure.

This project, the Yerba Buena Island Transition Structure (YBITS), provides for the construction of two bridges which will connect eastbound and westbound traffic on the new east span of the San Francisco Oakland Bay Bridge (SFOBB) to the existing Yerba Buena Island (YBI) tunnel. The structures are comprised of concrete box girder bridges each approximately 26 meters wide, 40 meters high and 450 meters in length.

Mike Whiteside the YBI Coordination Engineer has issued a request to procure 4 modular seismic joints for the Oakland Touchdown Structure (OTD). The OTD structure is located at the eastern approach to the new SFOBB east span. The 4 joints were deleted from the Oakland Touchdown 1 contract due to redesign issues and will now be procured and installed under the YBITS1 contract. The original Change Order No. 76 was issued for $180,000 as extra work at force account to support the Engineer in investigating the as-built condition of the joint block outs. This change order provides for the procurement of these joints based on the completed design.

The modular deck joints will consist of steal separation beams each spanning the 25 meter width of the bridge with the gaps between these beams sealed with a continuous advanced neoprene or similar material. Fabrication costs include the design of the joint which will be based off of the plans and specification provided and approved by the engineer through the shop drawing process.

Compensation for furnishing the 4 modular joints will be paid as extra work at an agreed lump sum $1,942,203.00 which shall be financed from the contract's contingency funds. A detailed cost analysis is on file.

Any costs pertaining to the installation and jobsite storage of the modular joints are deferred and shall be provided under a supplement to this change order. The total cost of this change including the original change order, this supplement and all future supplements concerning the installation of the fabricated joint is anticipated not to exceed $3,000,000.

The work of furnishing and installing the 4 joints being furnished under this change order was approved by the Toll Bridge Program Oversight Committee (TBPOC) on September 8, 2011 for a cost not to exceed $3,000,000. This change order falls within the budget established for this work as approved by the TBPOC.

No adjustment of contract time is warranted as the work will not affect the controlling operation.

CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:		
Construction Engineer:	William Howe	Date
Bridge Engineer:	Mehran Ardakanian	Date
Project Engineer:	Bob Zandipour, Design	Date
Project Manager:	Ken Terpstra	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):		Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue _Approve) By:		Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$180,000.00
AGREED PRICE	$1,942,203.00	$1,942,203.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$1,942,203.00	$2,122,203.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 76	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Compensate the Contractor for costs incurred to investigate the condition of existing seismic joints EE, EW, FE, FW and Abutment 23L of the existing Skyway and Oakland Touchdown structures and as directed by the Engineer .

Work will include conducting surveys and tests for any improvements of existing joints, fabricating and testing mock-up seismic joints, removing existing temporary pavement, steel plates and slabs. Work will also include maintaining, repairing or replacing portions of the existing bridge structures, traffic markers, barriers and barricades, temporary pavement, steel plates, slabs and other items as directed by the engineer.

Estimated cost of Extra Work at Force Account $180,000.00

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$180,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer William Howe, Senior R.E.	Date 06/13/2011

Approval Recommended by

Signature Deanna Vilcheck	Area Construction Manager Deanna Vilcheck	Date 7/5/11

Engineer Approval by

Signature Deanna Vilcheck	Area Construction Manager Deanna Vilcheck	Date 7/5/11

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title) Edmund A. Recchi – TREASURER	Date 6-21-2011

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

DATE: 6/8/2011 Page 1 of 1

TO: Deanna Vilcheck, ACM / DV	FILE: E.A. 04 - 0120S4
FROM: William Howe, Senior R.E.	CO-RTE-PM SF-80-12.7/13.2
	FED. NO. NO FED AID
CCO#: 76 SUPPLEMENT#: 0 Category Code: CHXX	CONTINGENCY BALANCE (incl. this change) $68,770,755.50
COST: $180,000.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☐ YES ☑ NO
SUPPLEMENTAL FUNDS PROVIDED: $0.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Investigation Work for seismic joints	**PROJECT DESCRIPTION:** YBITS-1 (Yerba Buena Island Transition Structures)

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
1390 Day(s)	0 Day(s)	0 Day(s)	0 %	8

THIS CHANGE ORDER PROVIDES FOR:

Costs incurred to investigate the condition of existing seismic joint EE, EW, FE, FW and Abutment 23L of the existing Skyway and Oakland Touchdown structures and as directed by the Engineer.

This project, the Yerba Buena Island Transition Structure (YBITS), provides for the construction of two bridges, which will connect eastbound and westbound traffic on the new east span of the San Francisco Oakland Bay Bridge (SFOBB) to the existing Yerba Buena Island (YBI) tunnel.

As part of YBITS-1 contract CCO 013 S0 was issued to the contractor revising the projects limits to encompass the limits between the yerba buena Island (YBI) tunnel to the San Francisco Oakland Bay Bridge (SFOBB) toll Plaza along the Route 80 corridor in Sanfrancisco and Alameda counties.The project limits were revised in order for the Contractor to perform anticipated additional work within the extended limits.

This change is requested by Mike Whiteside, Toll Bridge Design , As part of this change the department directs the contractor to conduct surveys and tests for any improvements of existing joints on the Skyway and Oaklalnd Touchdown structures. This work includes fabrication and test mock-up of seismic joints, removal of existing temporary pavement, steel plates and slabs and also maintaining existing bridge structure which includes maintaining or replacing traffic markers, barriers and barricades, temporary pavement and other items as directed by the engineer.

Compensation for this work shall be paid as extra work at force account. This CCO provides funding for an estimated cost of $180,000. This will be funded from the project's contingency fund. A cost analysis is on file.

No adjustment of contract time is warranted, as this change will not affect the controlling operation.

Maintenance concurrence is not required, as this doesn't affect any permanent roadway features.

CONCURRED BY:	
Construction Engineer: for William Howe	Date 6/13/11
Bridge Engineer: Mehran Ardakanian	Date 6/13/11
Project Engineer:	Date
Project Manager:	Date
FHWA Rep.:	Date
Environmental:	Date
Other (specify):	Date
Other (specify):	Date
District Prior Approval By:	Date
HQ (Issue Approve) By:	Date
Resident Engineer's Signature:	Date 6/13/11

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$180,000.00	$180,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$180,000.00	$180,000.00

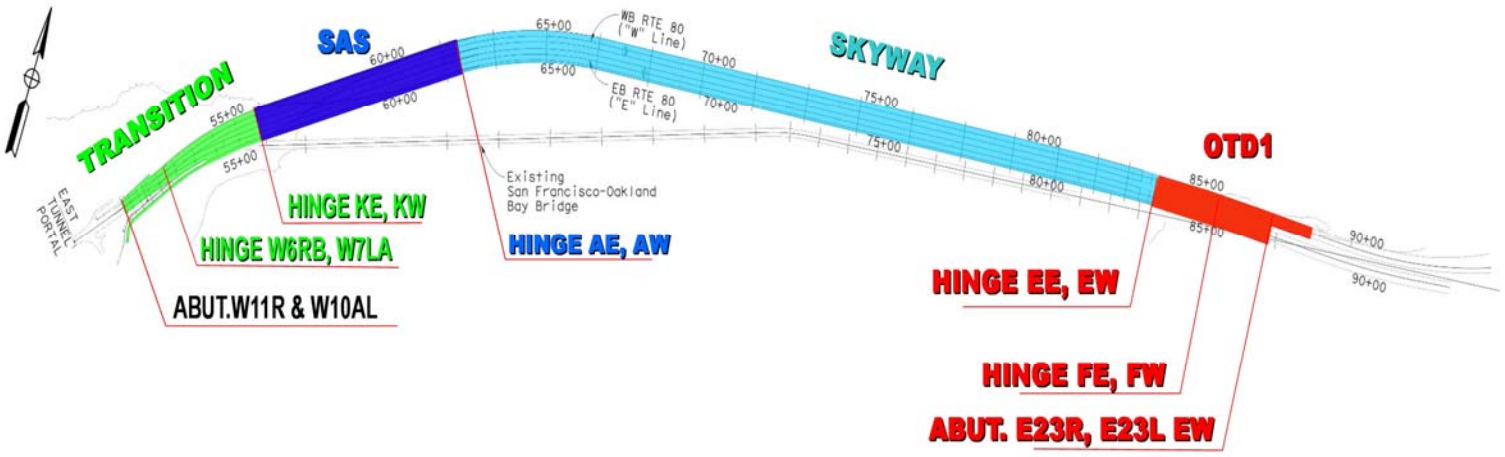
FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

SFOBB EAST SPAN SEISMIC SAFETY PROJECT **November 3, 2011**
SEISMIC JOINTS – PROGRESS UPDATE



ABUT. W11R & W10AL - $91,380
YBITS1 CCO No. 7 – CCO No. 7 issued to modify the riding surface texture pattern.

HINGE W6RB & W7LA - $1,750,000 (Not to Exceed Cost Approved by TBPOC)
YBITS1 CCO No. 33 - Replace original plan tapered plate joints with DS Brown Modular Deck Joints. Joint fabrication CCO No. 33-S0 issued in February 2011. Joint installation CCO No. 33-S1 pending.

HINGE KE & KW - $2,267,613 (Not to Exceed Cost Pending TBPOC Approval)
YBITS1 CCO No. 100 – Design modifications to flat plate joint have been completed. Joint fabrication CCO No.100-S0 issued in September 2011. Joint installation CCO No. 100-S1 pending.

HINGE AE & AW - $2,000,000 (Estimated Cost)
SAS CCO No. 25 - Design modifications to flat plate joint have been completed. Joint fabrication is in progress. CCO No. 25 will be issued to provide for additional fabrication and installation costs.

HINGE EE, EW, FE & FW - $3,000,000 (Not to Exceed Cost Approved by TBPOC)
YBITS1 CCO No. 76 – Design modifications to modular joint have been completed to fit the existing block outs. Joint fabrication CCO No. 76-S1 issued in October 2011. Joint installation CCO No. 76-S2 pending.

ABUT. E23L & E23R – $1,500,000 (Estimated Cost)
YBITS1 CCO No. or OTD2 Contract TBD - Original steel deck plate joint needs no modifications except to change riding surface texture. Flat plate joints will be at the east abutment of OTD (E23R).

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** October 26, 2011

FR: Andrew Fremier, Deputy Director, BATA

RE: Agenda No. - 3a

Item- Progress Reports
Draft 2011 Third Quarter Project Progress and Financial Update

---

Recommendation:
APPROVAL

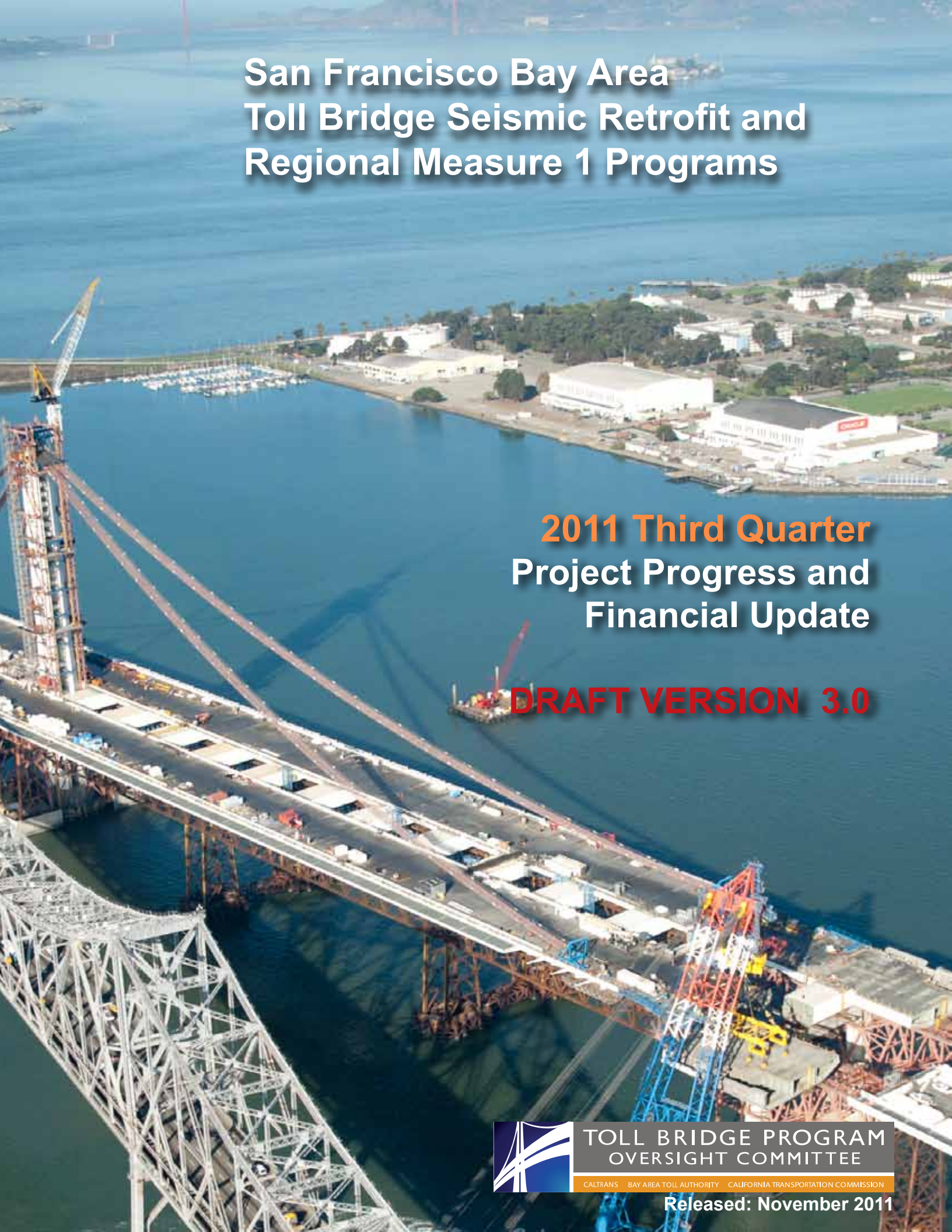
Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Included in this package, for TBPOC approval, is a draft 2011 Third Quarter Project Progress and Financial Update. The report is scheduled for distribution on November 10, 2011.

Attachment(s):
Draft 2011 Third Quarter Project Progress and Financial Update (see end of binder)

San Francisco Bay Area Toll Bridge Seismic Retrofit and Regional Measure 1 Programs



2011 Third Quarter Project Progress and Financial Update

DRAFT VERSION 3.0

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: November 2011

View from the Top of the Backspan Catwalk Looking West over Yerba Buena Island Transition Structure Contract #1 on the right and the Yerba Buena Island Detour on the left

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Toll Bridge Program Oversight Committee
Department of Transportation
Office of the Director
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

November 8, 2011

Mr. Gregory Schmidt
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

Mr. E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, CA 95814

Dear Messrs Schmidt and Wilson:

The Toll Bridge Program Oversight Committee (TBPOC) is pleased to submit the 2011 Third Quarter Project Progress and Financial Update for the San Francisco Bay Area Toll Bridge Seismic Retrofit and Regional Measure 1 Programs, prepared pursuant to California Streets and Highways Code Section 30952.

The TBPOC is tasked to perform project oversight and control over the Toll Bridge Seismic Retrofit Program (TBSRP) and is comprised of the Director of the Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA), and the Executive Director of the California Transportation Commission (CTC). This third quarter report includes project progress and activities for the Toll Bridge Seismic Retrofit Program through September 31, 2011 with more recent accomplishments addressed in this letter.

On October 28, 2011, a crucial milestone on the San Francisco-Oakland Bay Bridge East Span Replacement Project was reached with the installment of the last steel roadway box that makes the long-awaited connection between the signature Self-Anchored Suspension Span (SAS) to the already completed Skyway viaduct. Along with the placement of the main tower cable saddle last May, all critical structural steel segments of the SAS are now in place with only cable installation and load transfer remaining as critical steps to opening the new bridge to traffic.

While the main cable will be spun like on traditional suspension bridges, the cable of a SAS bridge is nontraditional as it anchors into the roadway, rather than the ground. Starting at the bridge's eastern end, the cable will travel up and over the double saddle to the western span, then loop back over the tower to anchor into the east end again. In a sign of further progress, orange catwalks have been erected from atop the tower to provide safe access for workers to install the main cable erection system with plans to start pulling strands of the main cable in December 2011.

While the installation of the last roadway box is a major step forward, we continue to be mindful of the challenges that remain and of our goal to open the new bridge to traffic as soon as possible. To those ends, we are working toward a “seismic safety opening” of the bridge before the end of 2013 with contract incentives and disincentives and selective acceleration of certain critical path activities. One acceleration activity will be realignment and widening of the eastern end of the existing bridge in Oakland to allow for both eastbound and westbound directions of the new bridge to open to traffic when the SAS is ready. The eastbound realignment opened as scheduled over the 2011 Memorial Day weekend without significantly impacting traffic. The westbound realignment is scheduled to open in early 2012 pending unforeseen delays due to weather.

Seismic retrofit work on the Dumbarton and Antioch bridges is also ongoing. On the Antioch Bridge, new seismic isolation bearings are now being installed to give the bridge more flexibility during an earthquake and new steel cross bracing is being fabricated and installed. We are pleased to report that this retrofit is forecast to achieve seismic safety in December 2011, ahead of schedule. On the Dumbarton Bridge, structural steel is being added to the bridge to strengthen it during the next large earthquake and to allow for the installation of new seismic isolation bearings.

As of the end of the third quarter of 2011, the 50 percent probable draw on program contingency is $___ million. The potential draw ranges from $__ million to $___ million. The current $308 million program contingency balance can be used to cover the costs of these identified risks. In accordance with the approved TBSRP Risk Management Plan, risk mitigation actions are continuously developed and implemented to reduce the potential draw on the program contingency.

Finally, we are pleased to announce relief for the over 235,000 daily commuters who use the State Route 92/ Interstate 880 interchange in Hayward, thanks to the major reconstruction of the facility as the final project of Regional Measure 1 Toll Bridge Program by Caltrans and the Bay Area Toll Authority. On October 7, 2011, officials gathered to celebrate the completion of the $245 million project that was nearly entirely funded from BATA toll bridge funds and completed within budget and without any construction delays.

The TBPOC is committed to providing the Legislature with comprehensive and timely reporting on the TBSRP. If there are any questions, or if any additional information is required, please do not hesitate to contact the members of the TBPOC.

Sincerely,

STEVE HEMINGER
TBPOC Chair
Executive Director
Bay Area Toll Authority

BIMLA G. RHINEHART
TBPOC Vice-Chair
Executive Director
California Transportation Commission

MALCOLM DOUGHERTY
Acting Director
California Department of Transportation

Toll Bridge Program Oversight Committee
Department of Transportation
Office of the Director
1120 N Street
P.O. Box 942873
Sacramento, CA 94273-0001

November 8 , 2011

Mr. Dario Frommer, Chair
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Mr. James C. Ghielmetti, Vice-Chair
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Messrs. Frommer and Ghielmetti:

The Toll Bridge Program Oversight Committee (TBPOC) is pleased to submit the 2011 Third Quarter Project Progress and Financial Update for the San Francisco Bay Area Toll Bridge Seismic Retrofit and Regional Measure 1 Programs, prepared pursuant to California Streets and Highways Code Section 30952.

The TBPOC is tasked to perform project oversight and control over the Toll Bridge Seismic Retrofit Program (TBSRP) and is comprised of the Director of the Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA), and the Executive Director of the California Transportation Commission (CTC). This third quarter report includes project progress and activities for the Toll Bridge Seismic Retrofit Program through September 31, 2011 with more recent accomplishments addressed in this letter.

On October 28, 2011, a crucial milestone on the San Francisco-Oakland Bay Bridge East Span Replacement Project was reached with the installment of the last steel roadway box that makes the long-awaited connection between the signature Self-Anchored Suspension Span (SAS) to the already completed Skyway viaduct. Along with the placement of the main tower cable saddle last May, all critical structural steel segments of the SAS are now in place with only cable installation and load transfer remaining as critical steps to opening the new bridge to traffic.

While the main cable will be spun like on traditional suspension bridges, the cable of a SAS bridge is nontraditional as it anchors into the roadway, rather than the ground. Starting at the bridge's eastern end, the cable will travel up and over the double saddle to the western span, then loop back over the tower to anchor into the east end again. In a sign of further progress, orange catwalks have been erected from atop the tower to provide safe access for workers to install the main cable erection system with plans to start pulling strands of the main cable in December 2011.

While the installation of the last roadway box is a major step forward, we continue to be mindful of the challenges that remain and of our goal to open the new bridge to traffic as soon as possible. To those ends, we are working toward a “seismic safety opening” of the bridge before the end of 2013 with contract incentives and disincentives and selective acceleration of certain critical path activities. One acceleration activity will be realignment and widening of the eastern end of the existing bridge in Oakland to allow for both eastbound and westbound directions of the new bridge to open to traffic when the SAS is ready. The eastbound realignment opened as scheduled over the 2011 Memorial Day weekend without significantly impacting traffic. The westbound realignment is scheduled to open in early 2012 pending unforeseen delays due to weather.

Seismic retrofit work on the Dumbarton and Antioch bridges is also ongoing. On the Antioch Bridge, new seismic isolation bearings are now being installed to give the bridge more flexibility during an earthquake and new steel cross bracing is being fabricated and installed. We are pleased to report that this retrofit is forecast to achieve seismic safety in December 2011, ahead of schedule. On the Dumbarton Bridge, structural steel is being added to the bridge to strengthen it during the next large earthquake and to allow for the installation of new seismic isolation bearings.

As of the end of the third quarter of 2011, the 50 percent probable draw on program contingency is $___ million. The potential draw ranges from $__ million to $___ million. The current $308 million program contingency balance can be used to cover the costs of these identified risks. In accordance with the approved TBSRP Risk Management Plan, risk mitigation actions are continuously developed and implemented to reduce the potential draw on the program contingency.

Finally, we are pleased to announce relief for the over 235,000 daily commuters who use the State Route 92/ Interstate 880 interchange in Hayward, thanks to the major reconstruction of the facility as the final project of Regional Measure 1 Toll Bridge Program by Caltrans and the Bay Area Toll Authority. On October 7, 2011, officials gathered to celebrate the completion of the $245 million project that was nearly entirely funded from BATA toll bridge funds and completed within budget and without any construction delays.

The TBPOC is committed to providing the Legislature with comprehensive and timely reporting on the TBSRP. If there are any questions, or if any additional information is required, please do not hesitate to contact the members of the TBPOC.

Sincerely,

STEVE HEMINGER
TBPOC Chair
Executive Director
Bay Area Toll Authority

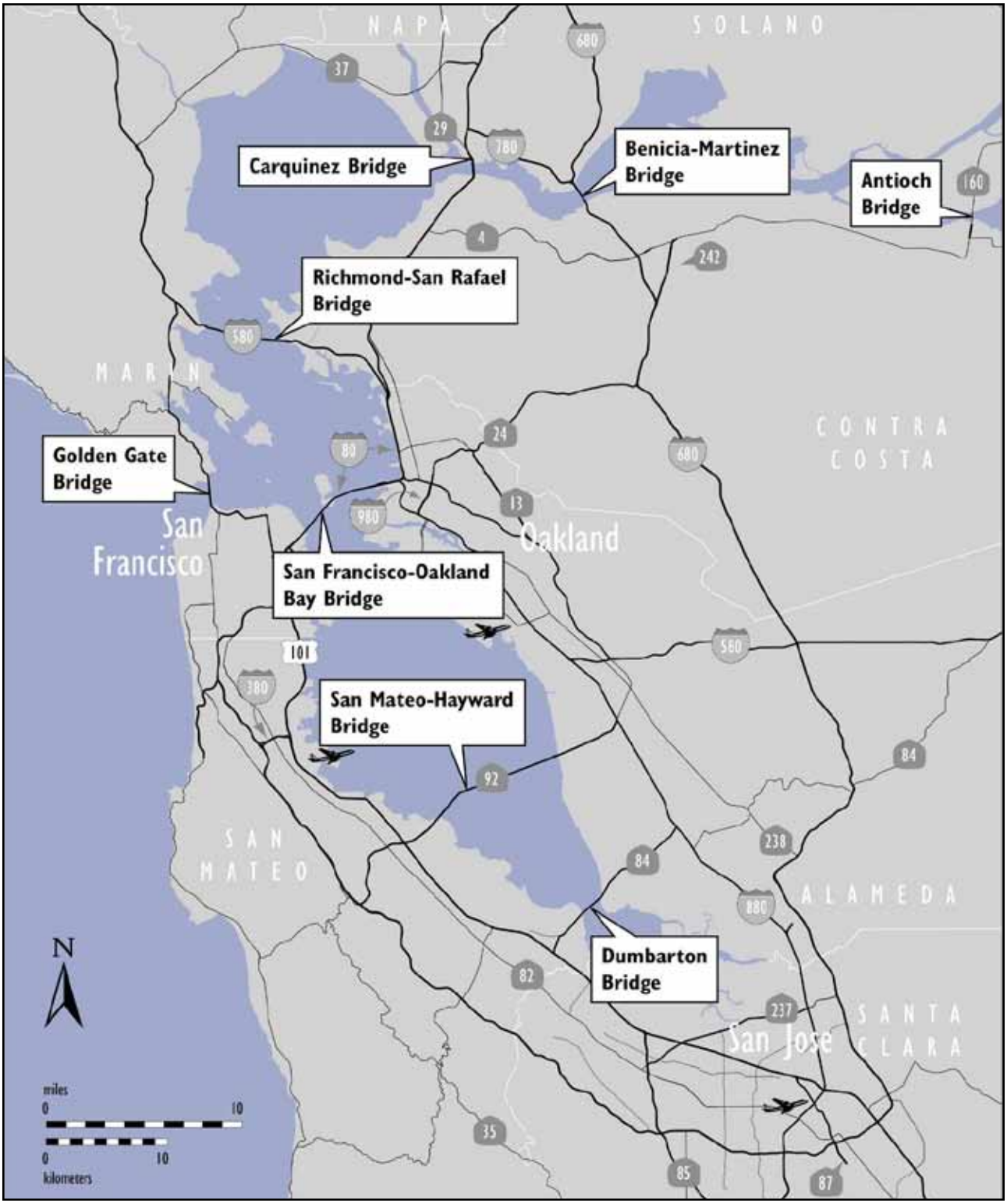
BIMLA G. RHINEHART
TBPOC Vice-Chair
Executive Director
California Transportation Commission

MALCOLM DOUGHERTY
Acting Director
California Department of Transportation

Shear-Leg Barge Crane Hoisting Roadway Box 13 Eastbound

Table of Contents

Map of Bay Area Toll Bridges



*** The Golden Gate Bridge is owned and operated by the Golden Gate Bridge, Highway, and Transportation District.**

Introduction

In July 2005, Assembly Bill (AB) 144 (Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the new Benicia-Martinez Bridge and State Toll Bridge Seismic Retrofit Program projects. The TBPOC consists of the Director of Caltrans, the Executive Director of the Bay Area Toll Authority (BATA) and the Executive Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the Committee), and keeping the Legislature and others apprised of current project progress and status. In January 2010, Assembly Bill (AB) 1175 (Torlakson) amended the TBSRP to include the Antioch and Dumbarton Bridges seismic retrofit projects. The current Toll Bridge Seismic Retrofit Program is as follows:

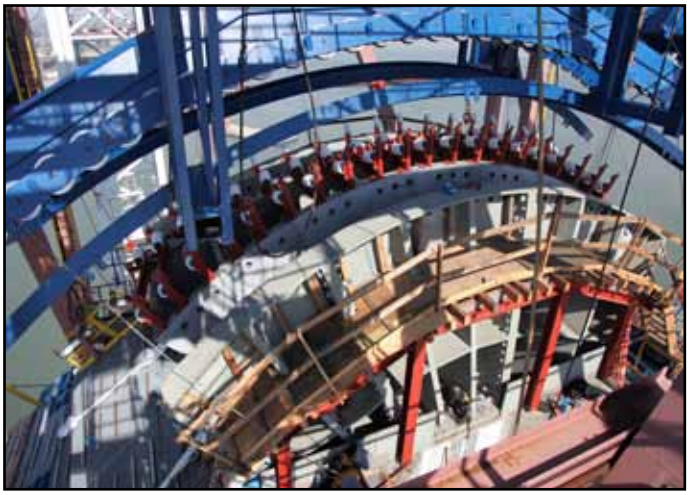
Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
Dumbarton Bridge Seismic Retrofit	Construction
Antioch Bridge Seismic Retrofit	Construction
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Complete
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
1958 Carquinez Bridge Seismic Retrofit	Complete
1962 Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The New Benicia-Martinez Bridge is part of a larger program of toll-funded projects called the Regional Measure 1 (RM1) Toll Bridge Program under the responsibility of BATA and Caltrans. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

Regional Measure 1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction
1962 Benicia-Martinez Bridge Reconstruction	Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

Shear-Leg Barge Crane Hoisting Roadway Box 13 Eastbound for Installation



Cable Tramway and Roller System at top of Tower Saddle

Parallel Wire Strand Cable Anchorage Rods Installation in Roadway Box 14 Eastbound

Toll Bridge Seismic Retrofit Program Risk Management

A major element of the 2005 AB144, the law creating the TBPOC, was legislative direction to implement a more aggressive risk management program. Such a program has been implemented in stages over time to ensure development of a robust and comprehensive approach to risk management.

A comprehensive risk assessment is performed for each project in the program on a quarterly basis. Based upon those assessments, a forecast is developed using the average cost of risk. These forecasts can both increase and decrease as risks are identified, resolved or retired. Nonetheless, assurances have been made that the public is informed of the risks that have been identified and the possible expense they could necessitate.

As of the end of the third quarter of 2011, the 50 percent probable draw on program contingency is __ million. The potential draw ranges from $__ million to $__ million.

The $308 million program contingency balance can be used to cover the costs of identified risks. In accordance with the approved TBSRP Risk Management Plan, risk mitigation actions are continuously developed and implemented to reduce the potential draw on the program contingency.

San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Replacement Project

SAS Superstructure Contract

The prime contractor constructing the Self-Anchored Suspension (SAS) Bridge from the completed Skyway to Yerba Buena Island is a joint venture of American Bridge/Fluor (ABF). Significant progress is being made both in the Bay Area and around the world.

The structural elements of the main tower are now complete with the saddle in place. Just shy of its 525-foot apex, the signature tower will be crowned with a decorative head after the cable is installed early next year.

The first 26 of 28 steel roadway boxes were installed as of the end of September 2011. The remaining two roadway boxes arrived in the Bay Area on August 28, 2011 and will be installed in October 2011.

These boxes, fabricated in Shanghai, China, join other bridge components that have been arriving from around the country and the world. All bridge components undergo a rigorous quality review by the fabricator, ABF, and Caltrans to ensure that only bridge components that have been built in accordance to the specifications will be shipped. The TBPOC's goal is to open the bridge to traffic in both directions by December 2013.

With installation of all structural elements of the tower and roadway nearing completion, focus is now turning to the placement of the bridge's more than 2 1/2 - foot in diameter and nearly mile long main cable. The single cable is made up of 137 separate bundled strands which contain 127 individual pencil thin wires (see middle photo on this page). Each of the 137 bundled strands will be individually pulled by a tramway system from the northeastern end of the bridge, up and over the tower, and around the west end of the bridge before returning over the tower and to the southeastern end of the bridge.

To pull the strands up and around the bridge, a tramway system, similar to a ski lift, will be used to support, pull and place the main cable during installation. Installation of this system has begun and will be ongoing throughout rest of the year. Cable strand installation is scheduled to start in December 2011.

Yerba Buena Island Transition Structures #1 Contract

The YBITS#1 contract has been awarded to MCM Construction,Inc., the same contractor that completed the Oakland Touchdown (OTD) #1 contract. The MCM contract includes completing the remaining foundations and the bridge deck structure from the Yerba Buena Island Tunnel to the Self-Anchored Suspension (SAS) bridge.

Work is focused on the westbound transition structure's substructure and superstructure from the tunnel to the Self-Anchored Suspension bridge as shown in the picture below.

YBITS #1 Westbound Span 3 Rebar Installation for Soffit and Stem Walls

SUMMARY OF MAJOR PROJECT HIGHLIGHTS, ISSUES, AND ACTIONS

Oakland Detour - Westbound Work in Progress

Oakland Detour

The detour realigns the existing bridge approach to the south to allow for construction of the remaining portion of OTD #2 that was in conflict with the existing bridge. The eastbound detour was completed on May 30, 2011. The westbound detour is forecast to open in February in 2012. The detour will require a closure of the bridge. Staff will report with additional information when a date is determined.

Oakland Touchdown #2 Contract

The OTD #2 contract for construction will be advertised in October 2011 and awarded in April 2012.

Existing San Francisco-Oakland Bay Bridge Cantilever Section to be Dismantled

Existing SFOBB Dismantling

To expedite opening of a new eastbound on ramp and the pedestrian/bicycle pathway from Yerba Buena Island, the TBPOC has decided to split the bridge dismantling project into at least two contracts. The dismantling of the superstructure of the main cantilever section of the existing bridge will be incorporated into the YBITS #2 contract, while the remaining portions of the existing bridge will be removed by separate contract or contracts yet to be determined.

Antioch Bridge

Antioch Bridge Seismic Retrofit

The major retrofit strategy for the bridge includes installing seismic isolation bearings at each of the 41 piers, strengthening piers 12 through 31 with steel cross-bracing between column bents and installing steel casings at all columns located at the Sherman Island approach slab bridge. Staff has reported that work is progressing well and that seismic safety is forecast to be completed ahead of schedule by the end of 2011. See project progress on page 36.

Dumbarton Bridge Seismic Retrofit

The Dumbarton bridge is a combination of three bridge types; reinforced concrete slab approaches supported on multiple pile extension columns, precast - prestressed concrete girders, and steel box girders supported on reinforced concrete piers. The retrofit strategy for the bridge includes superstructure and deck modifications and installation of isolation bearings. See project progress on page 38.

Antioch Bridge - Cross Frames Installed between Bent Columns

Aerial View of the the Recently Completed 92/880 Interchange Looking East

Recently Completed 92/880 Interchange

TBSRP Capital Outlay Support

The capital outlay support (COS) budget, originally established as a part of AB 144 in 2005, was based on a schedule that assumed bridge opening in 2012. After the SAS contract was rebid, interested contractors requested an additional year to be added to the schedule. To ensure a competitive bidding pool, the TBPOC changed the approved schedule to reflect bridge opening in 2013, but delayed increasing the COS budget to cover the project extension with the belief that an accelerated early completion was still possible and that COS costs could be contained. Since that time, early completion has not materialized and the TBPOC has subsequently approved COS budget increases to be funded from the COS reserves set aside within the original program contingency for project extensions or delays. Opportunities to economize and reduce costs in this area will continue to be pursued. However, additional COS is forecast to be needed from the program contingency.

TBSRP Programmatic Risks

This category includes risks that are not yet scoped within existing contracts and/or that spread across multiple contracts. The interdependencies between all of the contracts in the program result in the potential for one contract's delay to impact the entire program that are accounted for in the net programmatic risks.

Regional Measure 1 Toll Bridge Program (RM1)

Interstate 880/State Route 92 Interchange Reconstruction Project

On October 7, 2011, officials gathered to celebrate the completion of the $245 million project that was nearly entirely funded from BATA toll bridge funds and completed within budget and without any construction delays. This milestone provides relief to 235,000 daily commuters who use the State Route 92/Interstate 880 interchange in Hayward, thanks to the major reconstruction of the facility as the final project of Regional Measure 1 Toll Bridge Program by Caltrans and the Bay Area Toll Authority.

Toll Bridge Seismic Retrofit Program Cost Summary

	Contract Status	AB 144/SB 66 Budget (August 2005)	TBPOC Approved Changes	Current TBPOC Approved Budget (September 2011)	Cost to Date (September 2011)	Current Cost Forecast (September 2011)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
SFOBB East Span Seismic Replacement								
Capital Outlay Construction								
Skyway	Completed	1,293.0	(38.9)	1,254.1	1,237.1	1,245.2	(8.9)	●
SAS Marine Foundations	Completed	313.5	(32.6)	280.9	274.8	278.6	(2.3)	●
SAS Superstructure	Construction	1,753.7	293.1	2,046.8	1,597.3	2,085.6	38.8	●
YBI Detour	Completed	131.9	360.9	492.8	465.9	482.8	(10.0)	●
YBI Transition Structures (YBITS)		299.3	(51.5)	247.8	60.9	308.4	60.6	●
YBITS 1	Construction			185.5	60.9	226.8	41.3	●
YBITS 2	Design			*59.0*	-	78.3	19.3	●
YBITS Landscaping	Design			*3.3*	-	3.3	-	●
Oakland Touchdown (OTD)		283.8	55.2	339.0	208.7	333.9	(5.1)	●
OTD 1	Completed			*212.0*	202.9	203.3	(8.7)	●
OTD 2	Design			*62.0*	-	58.1	(3.9)	●
Detour	Construction			51.0	-	58.5	7.5	●
OTD Electrical Systems	Design			*4.4*	-	*4.4*	-	●
Submerged Electric Cable	Completed			*9.6*	5.7	*9.6*	-	●
Existing Bridge Demolition	Design	239.2	(0.1)	239.1	-	244.3	5.2	●
*Cantilever Section	Design			-	-	61.4	-	
*504/288 Sections	Design			-	-	182.9	-	
Stormwater Treatment Measures	Completed	15.0	3.3	18.3	16.8	18.3	-	●
Other Completed Contracts	Completed	90.4	-	90.4	89.9	90.4	-	●
Capital Outlay Support		959.3	218.0	1,177.3	998.8	1,275.1	97.8	●
Right-of-Way and Environmental Mitigation		72.4	-	72.4	51.7	80.4	8.0	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	●
Total SFOBB East Span Replacement		**5,486.6**	**804.1**	**6,290.7**	**5,002.6**	**6,450.7**	**160.0**	
Antioch Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Construction		70.0	70.0	35.9	51.2	(18.8)	●
Capital Outlay Support			31.0	31.0	20.6	34.7	3.7	●
Total Antioch Bridge Seismic Retrofit		**-**	**101.0**	**101.0**	**56.5**	**85.9**	**(15.1)**	
Dumbarton Bridge Seismic Retrofit								
Capital Outlay Construction and Mitigation	Construction		92.7	92.7	18.1	87.7	(5.0)	●
Capital Outlay Support			56.0	56.0	28.9	57.7	1.7	●
Total Dumbarton Bridge Seismic Retrofit		**-**	**148.7**	**148.7**	**47.0**	**145.4**	**(3.3)**	
Other Program Projects		**2,268.4**	**(64.6)**	**2,203.8**	**2,161.7**	**2,192.2**	**(11.6)**	●
Miscellaneous Program Costs		**30.0**	**-**	**30.0**	**25.5**	**30.0**	**-**	●
Net Programmatic Risks		**-**	**-**	**-**	**-**	**93.2**	**93.2**	●
Program Contingency		**900.0**	**(592.2)**	**307.8**	**-**	**84.6**	**(223.2)**	●
Total Toll Bridge Seismic Retrofit Program[2]		**8,685.0**	**397.0**	**9,082.0**	**7,293.3**	**9,082.0**	**-**	

Toll Bridge Seismic Retrofit Program Schedule Summary

	AB144/SB 66 Project Completion Schedule Baseline (July 2005)	TBPOC Approved Changes (Months)	Current TBPOC Approved Completion Schedule (September 2011)	Current Completion Forecast (September 2011)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
SFOBB East Span Seismic Replacement							
Contract Completion							
Skyway	Apr 2007	8	Dec 2007	Dec 2007	-	●	See Page 30
SAS Marine Foundations	Jun 2008	(5)	Jan 2008	Jan 2008	-	●	See Page 18
SAS Superstructure	Mar 2012	29	Aug 2014	Aug 2014	-	●	See Page 22
YBI Detour	Jul 2007	41	Dec 2010	Oct 2010	(2)	●	See Page 15
YBI Transition Structures (YBITS)	Nov 2013	12	Nov 2014	Mar 2015	4		See Page 16
YBITS 1			Sep 2013	Dec 2013	3	●	
YBITS 2			Nov 2014	Mar 2015	4	●	
YBITS Landscaping			TBD	TBD	-	●	
Oakland Touchdown	Nov 2013	12	Nov 2014	Nov 2014	-		See Page 32
OTD 1			Jun 2010	Jun 2010	-	●	
OTD 2			Nov 2014	Nov 2014	-	●	
OTD Electrical Systems			TBD	TBD	-	●	
Submerged Electric Cable			Jan 2008	Jan 2008	-	●	
Existing Bridge Demolition	Sep 2014	12	Sep 2015	Dec 2015	3	●	
Stormwater Treatment Measures	Mar 2008		Mar 2008	Mar 2008	-	●	
SFOBB East Span Bridge Opening and Other Milestones							
Westbound Seismic Safety Open	Sep 2011	27	Dec 2013	Dec 2013	-	●	
Eastbound Seismic Safety Open	Sep 2012	15	Dec 2013	Dec 2013	-		
Oakland Detour Eastbound Open			May 2011	May 2011	-	●	
Oakland Detour Westbound Open			Feb 2012	Feb 2012	-	●	
OTD Westbound Access			Aug 2009	Aug 2009	-	●	
YBI Detour Open			Sep 2009	Sep 2009	-	●	See Page 15
Antioch Bridge Seismic Retrofit							
Contract Completion			Aug 2012	May 2012	(3)	●	See Page 36
Dumbarton Bridge Seismic Retrofit							
Contract Completion			Sep 2013	Sep 2013	-	●	See Page 38

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets(
(1) Figures may not sum up to totals due to rounding effects.
(2) Construction administration of the OTD Detour is under the YBITS#1 contract.

Regional Measure 1 Program Cost Summary

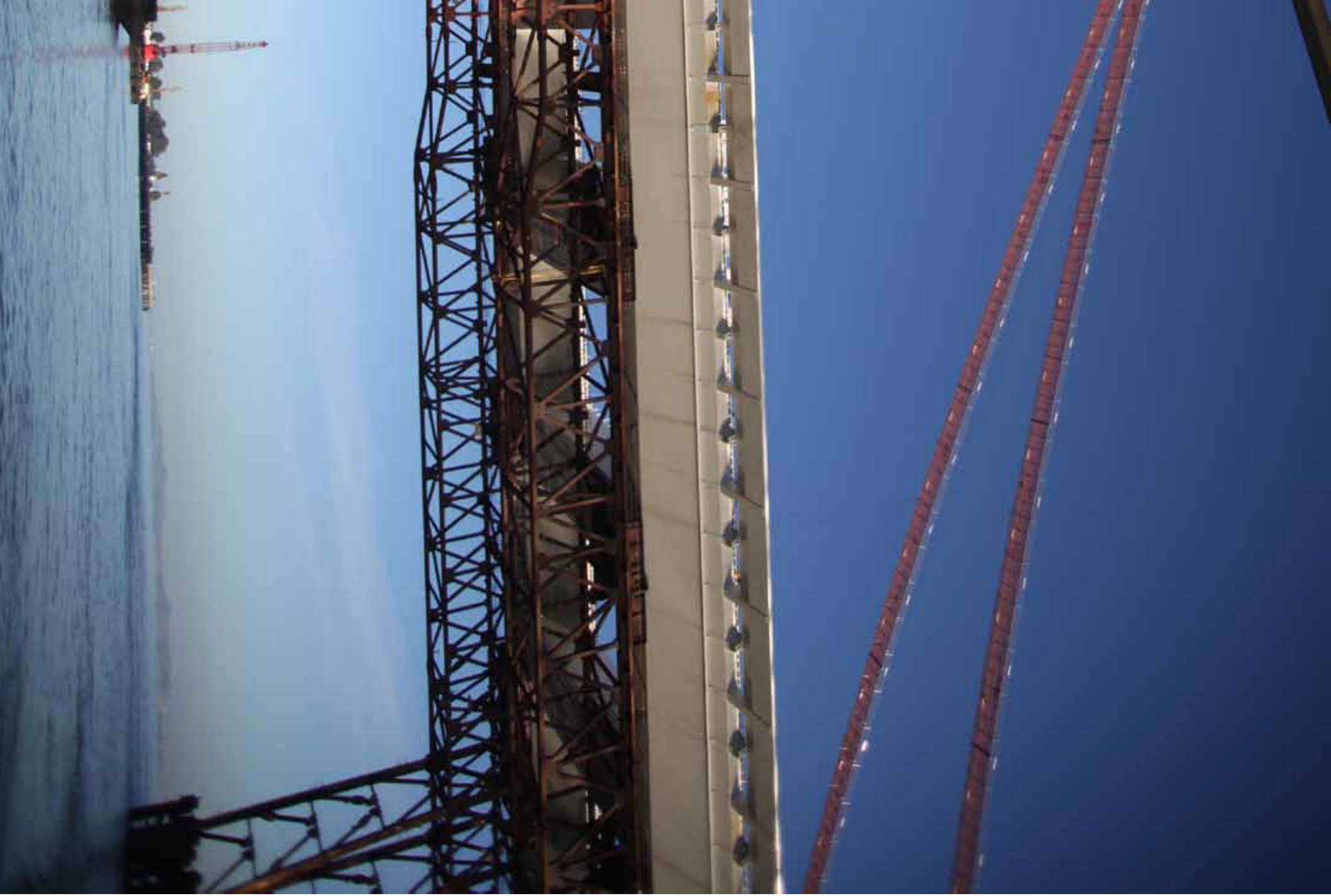
	Contract Status	BATA Baseline Budget (July 2005)	BATA Approved Changes	Current BATA Approved Budget (September 2011)	Cost to Date (September 2011)	Current Cost Forecast (September 2011)	Cost Variance	Cost Status
		a	b	c = a + b	d	e	f = e - c	
Interstate 880/Route 92 Interchange Reconstruction								
Capital Outlay Construction	Construction	94.8	68.4	163.2	145.3	163.2	-	●
Capital Outlay Support		28.8	35.8	64.6	60.9	64.6	-	●
Capital Outlay Right-of-Way		9.9	7.3	17.2	14.6	17.2	-	●
Project Reserve		0.3	(0.3)	-	-	-	-	
Total I-880/SR-92 Interchange Reconstruction		**133.8**	**111.2**	**245.0**	220.8	**245.0**	-	
Other Completed Program Projects		**1,978.8**	**182.6**	**2,161.4**	2,088.5	**2,161.4**	-	
Total Regional Measure 1 Toll Bridge Program [1]		**2,112.6**	**293.8**	**2,406.4**	2,309.3	**2,406.4**	-	

● Within approved schedule and budget
● Identified potential project risks that could significantly impact approved schedules and budgets if not mitigated
● Known project impacts with forthcoming changes to approved schedules and budgets
[1] Figures may not sum up to totals due to rounding effects.

Regional Measure 1 Program Schedule Summary

	BATA Baseline Completion Schedule (September 2005)	BATA Approved Changes (Months)	Current BATA Approved Completion Schedule (September 2011)	Current Completion Forecast (September 2011)	Schedule Variance (Months)	Schedule Status	Remarks/Notes
	g	h	i=g+h	j	k=j-i	l	
Interstate 880/Route 92 Interchange Reconstruction							
Contract Completion							
Interchange Reconstruction	Dec 2010	9	Sep 2011	Sep 2011	-	●	See Page 52

View from the Bay of the Self-Anchored Suspension Bridge Tower and Catwalks



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge Seismic Retrofit Strategy

When a 250-ton section of the upper deck of the East Span collapsed during the 7.1-magnitude Loma Prieta Earthquake in 1989, it was a wake-up call for the entire Bay Area. While the East Span quickly reopened within a month, a critical question lingered: How could the Bay Bridge—a vital regional lifeline structure—be strengthened to withstand the next major earthquake? Seismic experts from around the world determined that to make each separate element seismically safe on a bridge of this size, the work must be divided into numerous projects. Each project presents unique challenges. Yet there is one common challenge — the need to accommodate the more than 280,000 vehicles that cross the bridge each day.

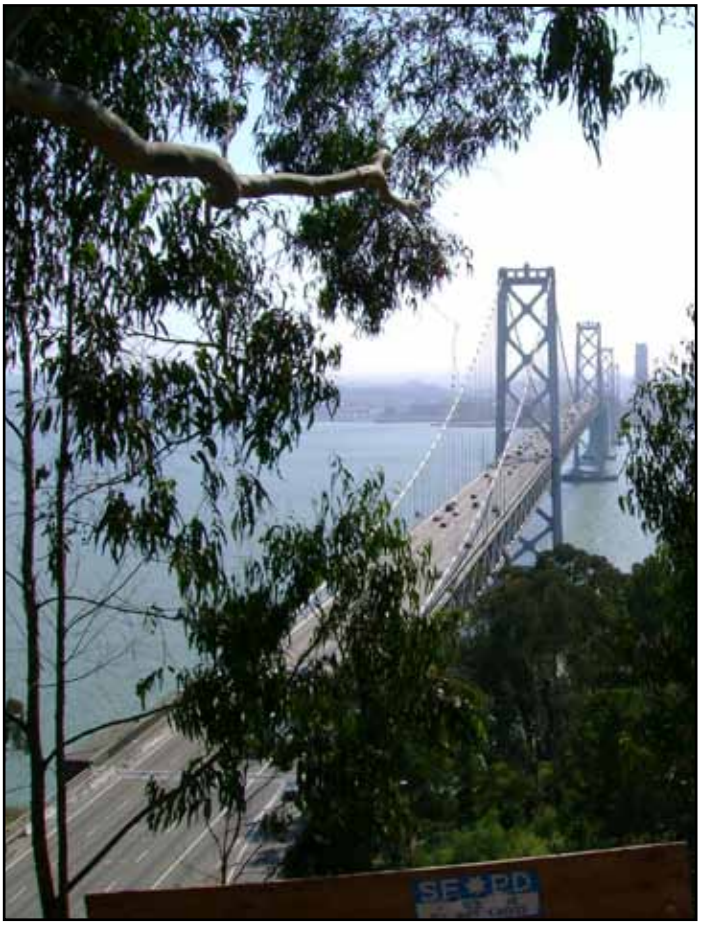
West Approach Overview

West Approach Seismic Replacement Project
Project Status: Completed 2009

Seismic safety retrofit work on the West Approach in San Francisco, bounded on the west by 5th Street and on the east by the anchorage of the west span at Beale Street, involved completely removing and replacing this one-mile stretch of Interstate 80, as well as six on- and off-ramps within the confines of the West Approach's original footprint. This project was completed on April 8, 2009.

West Span Seismic Retrofit Project
Project Status: Completed 2004

The West Span lies between Yerba Buena Island and San Francisco and is made up of two complete suspension spans connected at a center anchorage. Retrofit work included adding massive amounts of steel and concrete to strengthen the entire West Span, along with new seismic shock absorbers and bracing.



San Francisco-Oakland Bay Bridge West Span

East Span Seismic Replacement Project
Project Status: In Construction

Rather than a seismic retrofit, the two-mile long East Span is being completely rebuilt. When completed, the new East Span will consist of several different sections, but will appear as a single streamlined span. The eastbound and westbound lanes of the East Span will no longer include upper and lower decks. The lanes will instead be parallel, providing motorists with expansive views of the bay. These views will also be enjoyed by bicyclists and pedestrians, thanks to a new bike path on the south side of the bridge that will extend all the way to Yerba Buena Island. The new span will be aligned north of the existing bridge to allow traffic to continue to flow on the existing bridge as crews build the new span.

The new span will feature the world's longest Self-Anchored Suspension (SAS) bridge that will be connected to an elegant roadway supported by piers (Skyway), which will gradually slope down toward the Oakland shoreline (Oakland Touchdown). A new transition structure on Yerba Buena Island (YBI) will connect the SAS to the YBI Tunnel and will transition the East Span's side-by-side traffic to the upper and lower decks of the tunnel and West Span.

When construction of the new East Span has been completed and vehicles have been safely rerouted to it, the original East Span will be demolished.

Architectural Rendering of the New East Span of the San Francisco-Oakland Bay Bridge

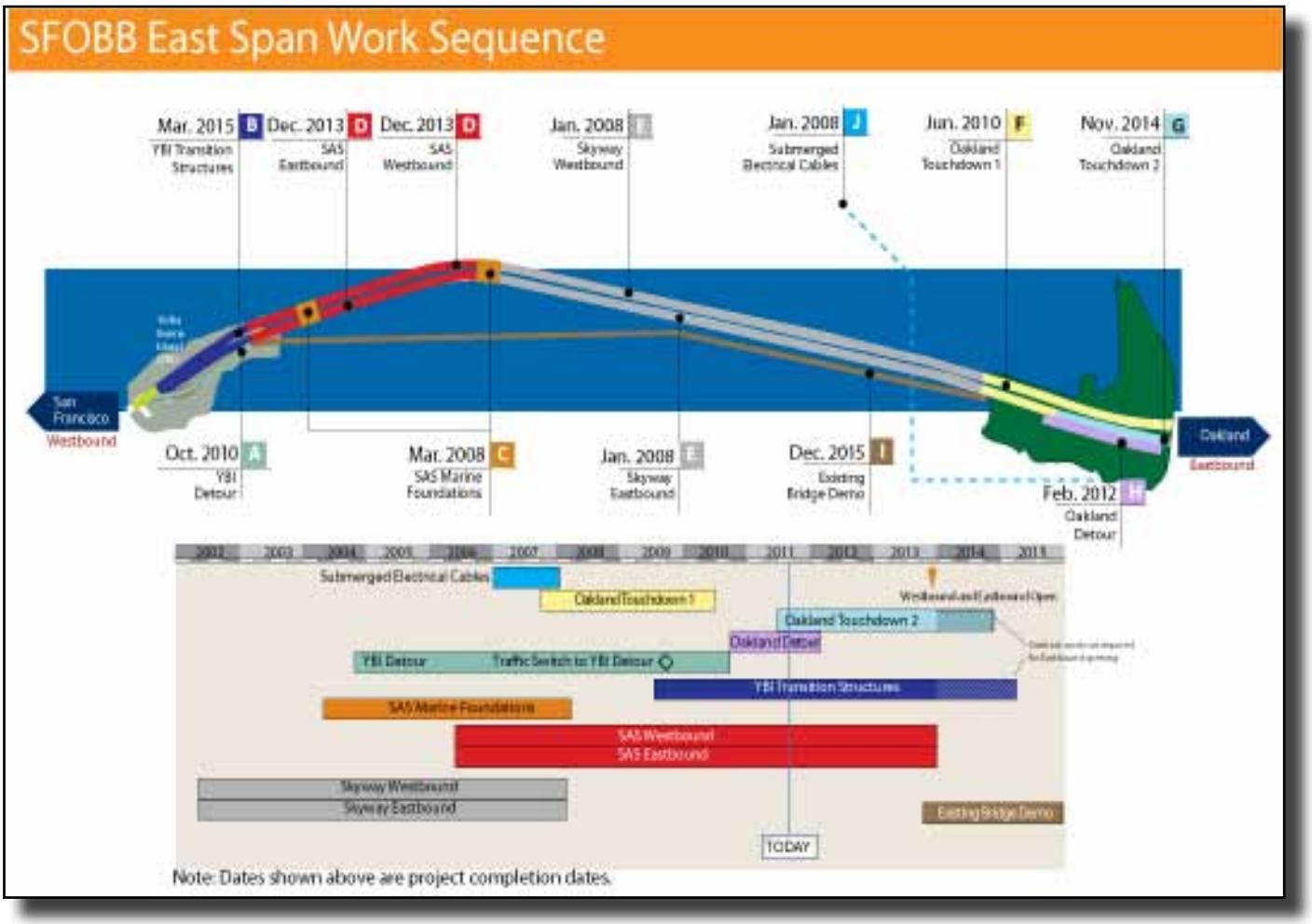
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

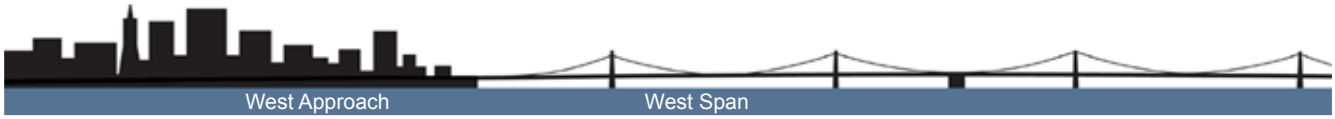
San Francisco-Oakland Bay Bridge East Span Replacement Project Summary

The new East Span bridge can be split into four major components—the Skyway and the Self-Anchored Suspension bridge in the middle and the Yerba Buena Island Transition Structures and Oakland Touchdown approaches at either end. Each component is being constructed by one to three separate contracts that have been sequenced together to reduce schedule risk.

Highlighted below are the major East Span contracts and their schedules. The letter designation before each contract corresponds to contract descriptions in the report.

Overview of the San Francisco-Oakland Bay Bridge East Span Construction Progress





TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Detour (YBID)

As with all of the Bay Bridge's seismic retrofit projects, crews must build the Yerba Buena Island Transition Structures (YBITS) without disrupting traffic. To accomplish this task, YBID eastbound and westbound traffic was shifted off the existing roadway and onto a temporary detour on Labor Day weekend 2009. Drivers will use this detour, just south of the original roadway, until traffic is moved onto the new East Span.

A YBID Contract

Contractor: C.C. Myers, Inc.

Approved Capital Outlay Budget: $492.8 M

Status: Completed October 2010

This contract was originally awarded in early 2004 to construct the detour structure for the planned 2006 opening of the new East Span. Due to the re-advertisement of the SAS Superstructure contract in 2005 because of a lack of funding at the time, the bridge opening was rescheduled to 2013. To better integrate the contract into the current East Span schedule and to improve seismic safety and mitigate future construction risks, the TBPOC has approved a number of changes to the contract, including adding the deck replacement work near the tunnel that was rolled into place over Labor Day weekend 2007, advancing future transition structure foundation work and making design enhancements to the temporary detour structure. These changes have increased the budget and forecast for the contract to cover the revised project scope and reduce project risks.

Status: Completed.

YBID East Tie-In Rolled in on Labor Day 2009 Weekend

West Tie-In Phase #1 Rolled in on Labor Day Weekend 2007

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Yerba Buena Island Transition Structures (YBITS)

The new Yerba Buena Island Transition Structures (YBITS) will connect the new SAS bridge span to the existing Yerba Buena Island Tunnel, transitioning the new side-by-side roadway decks to the upper and lower decks of the tunnel. The new structures will be cast-in-place reinforced concrete structures that will look very similar to the already constructed Skyway structures. While some YBITS foundations and columns have been advanced by the YBID contract, the remaining work will be completed under three separate YBITS contracts.

B YBITS #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $185.5 M
Status: 30% Complete as of September 2011

The YBITS #1 contract will construct the mainline roadway structure from the SAS bridge to the YBI tunnel. On February 4, 2010, Caltrans awarded the YBITS #1 Contract to MCM Construction, Inc.

Status: Construction of the eastbound and westbound footings and columns is complete. Work continues on frames 1 and 2 westbound formwork, rebar installation and concrete placement for the stem walls and soffit. The eastbound falsework installation is scheduled to start in October 2011.

YBITS #2 Contract

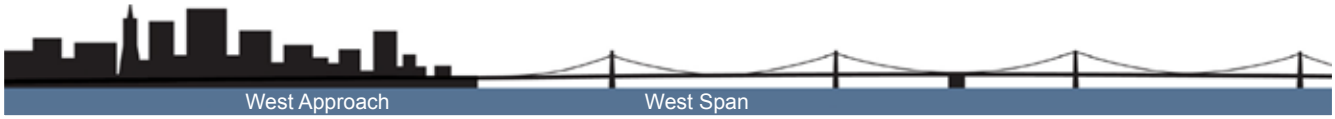
Contractor: TBD
Approved Capital Outlay Budget: $59.0 M
Status: In Design

The YBITS #2 contract will demolish the detour viaduct after all traffic is shifted to the new bridge and will construct a new eastbound on-ramp to the bridge in its place. The new ramp will also provide the final link for bicycle/pedestrian access off the SAS bridge onto Yerba Buena Island. To expedite opening of a new eastbound on-ramp and the pedestrian/bicycle pathway from Yerba Buena Island, the TBPOC has decided to split the bridge dismantling project into at least two contracts. The dismantling of the superstructure of the main cantilever section of the existing bridge will be incorporated into the YBITS #2 contract, while the remaining portions of the existing bridge will be removed by separate contract or contracts yet to be determined.

YBITS Landscaping Contract

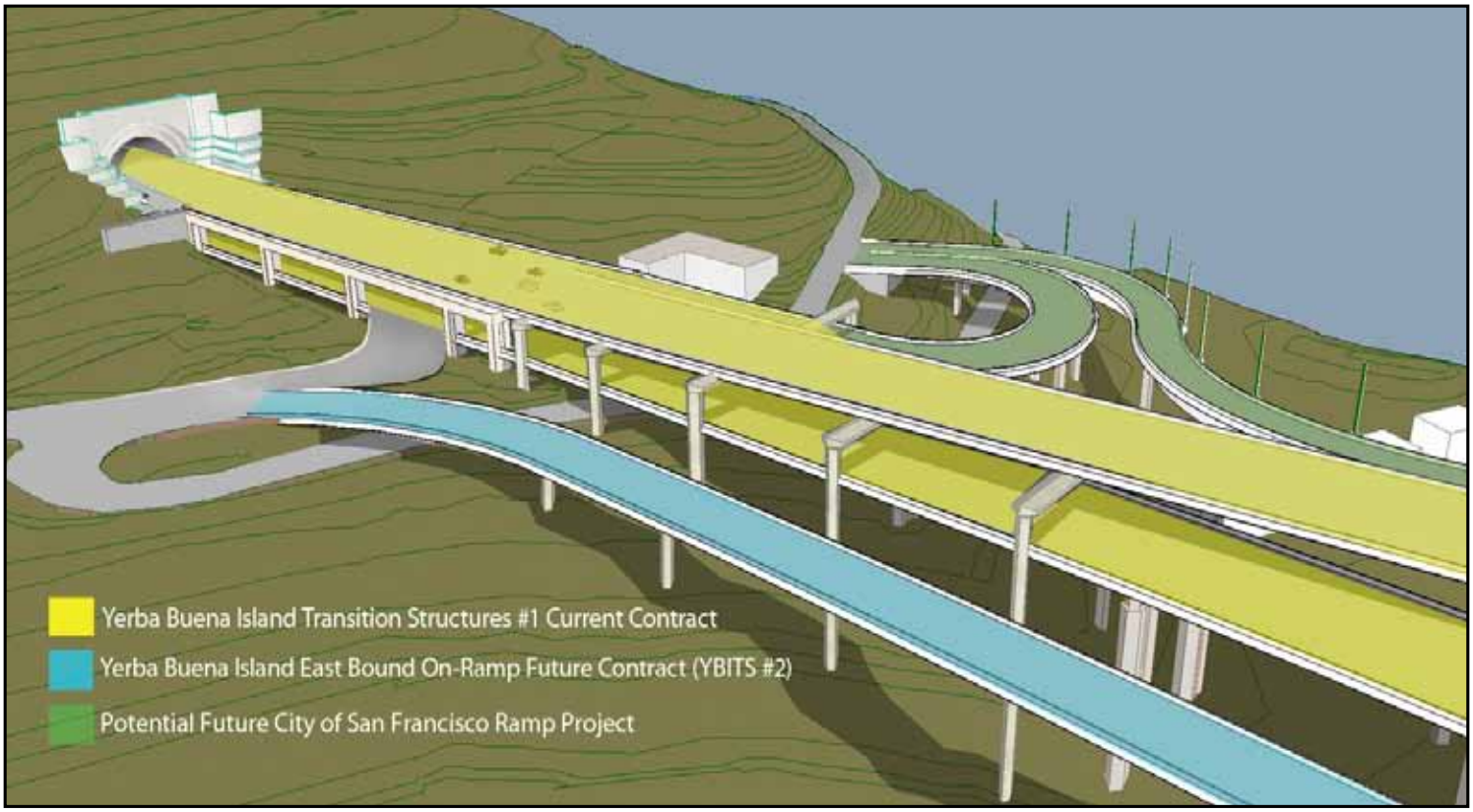
Contractor: TBD
Approved Capital Outlay Budget $3.3M
Status: In Design

Upon completion of the YBITS work, a follow-on landscaping contract will be executed to replant and landscape the area.



YBITS #1 Westbound Falsework Looking West

Overview of the Yerba Buena Island Westbound Transition Structure on right and Yerba Buena Island Temporary Detour on left

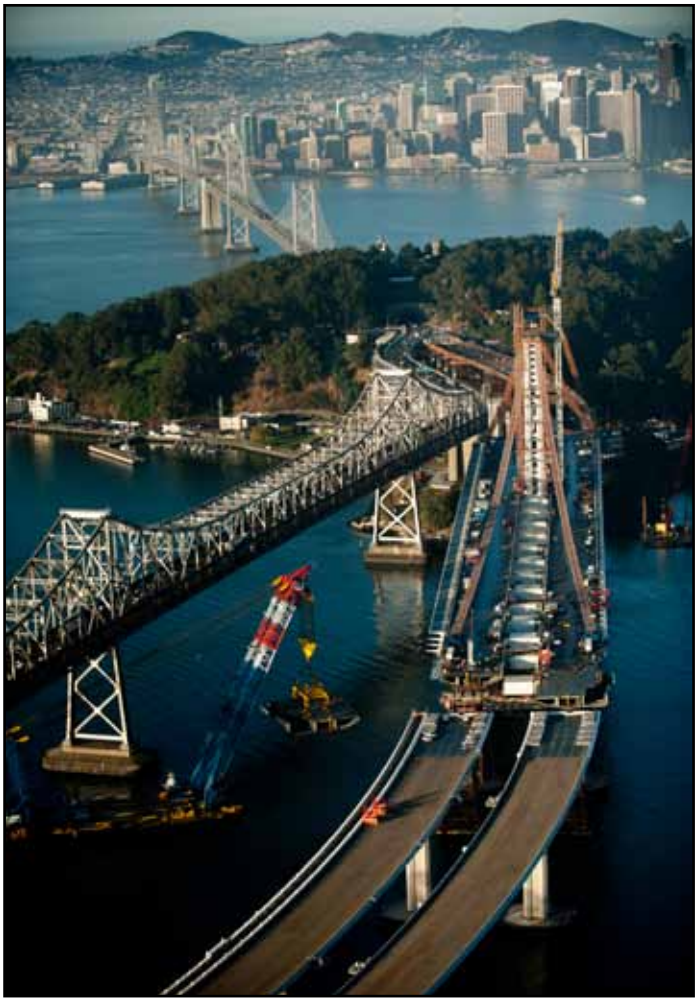


TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project Self-Anchored Suspension (SAS) Bridge

If one single element bestows world class status on the new Bay Bridge East Span, it is the Self-Anchored Suspension (SAS) bridge. This engineering marvel will be the world's largest SAS span at 2,047 feet in length, as well as the first bridge of its kind built with a single tower.

The SAS was separated into three separate contracts— construction of the land-based foundations and columns at pier W2; construction of the marine-based foundations and columns at piers T1 and E2; and construction of the SAS steel superstructure, including the tower, roadway, and cabling. Construction of the foundations at pier W2 and at piers T1 and E2 was completed in 2004 and 2007, respectively.



Aerial View of the Self-Anchored Suspension Bridge with Shear-Leg Crane Barge Hoising Roadway Box 13 Eastbound for Installation

SAS Land Foundation Contract

Contractor: West Bay Builders, Inc.
Approved Capital Outlay Budget: $26.4 M
Status: Completed October 2004

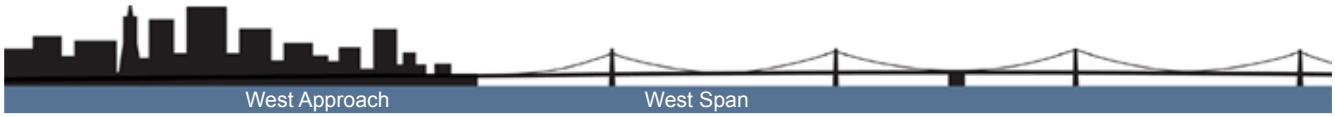
The twin W2 columns on Yerba Buena Island provide essential support for the western end of the SAS bridge, where the single main cable for the suspension span will extend down from the tower and wrap around and under the western end of the roadway deck. Each of these huge columns required massive amounts of concrete and steel and are anchored 80 feet into the island's solid bedrock.

C SAS Marine Foundations Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $280.9 M
Status: Completed January 2008

Construction of the piers at E2 and T1 (see rendering on facing page) required significant on-water resources to drive the foundation support piles down, not only to bedrock, but also through the bay water and mud.

The T1 foundation piles extend 196 feet below the waterline and are anchored into bedrock with heavily reinforced concrete rock sockets that are drilled into the rock. Driven nearly 340 feet deep, the steel and concrete E2 foundation piles were driven 100 feet deeper than the deepest timber piles of the existing east span in order to get through the bay mud and reach solid bedrock.



D SAS Superstructure Contract

Contractor: American Bridge/Fluor Enterprises, Joint Venture
Approved Capital Outlay Budget: $2.05 B
Status: 78% Complete as of September 2011

The SAS bridge is not just another suspension bridge. Rising 525 feet above mean sea level and embedded in rock, the single-tower SAS span is designed to withstand a massive earthquake. Traditional main cable suspension bridges have twin cables with smaller suspender cables connected to them. While there will appear to be two main cables on the SAS, there will actually only be a single continuous cable. This single cable will be anchored within the eastern end of the roadway, carried over the tower and then wrapped around the two side-by-side decks at the western end.

The single-steel tower is made up of four separate legs connected by shear link beams which function much like a fuse in an electrical circuit. These beams will absorb most of the impact from an earthquake, preventing damage to the tower legs.

The next several pages highlight the construction sequence of the SAS and are followed by detailed updates on specific construction activities.

Architectural Rendering of New Self-Anchored Suspension Span and Skyway

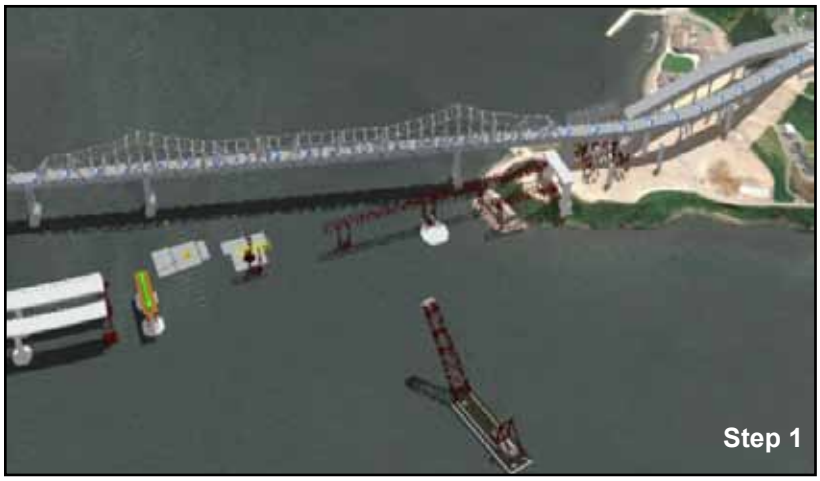
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Construction Sequence

STEP 1 - CONSTRUCT TEMPORARY SUPPORT STRUCTURES

Temporary support structures will need to be erected from the Skyway to Yerba Buena Island to support the new SAS bridge during construction.

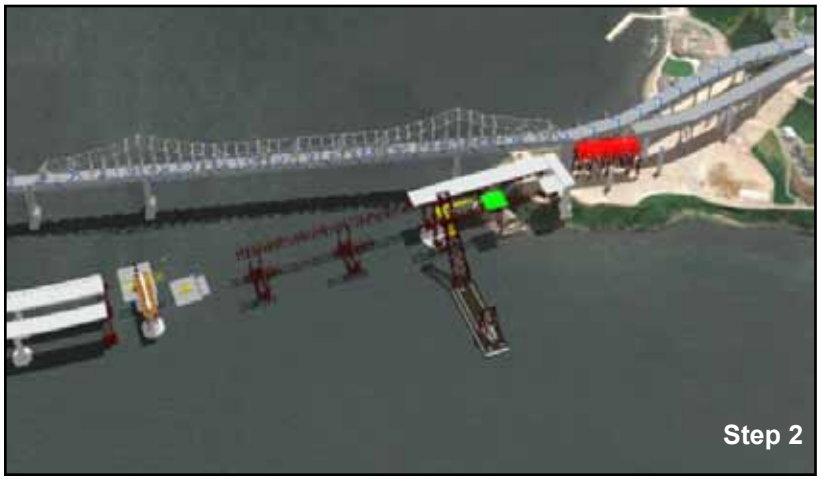
Status: Foundations and temporary support structures were completed in mid-September 2010.



STEP 2 - INSTALL ROADWAYS

The roadway boxes are being lifted into place by using the shear-leg crane barge. The boxes are being bolted and welded together atop the temporary support trusses to form two continuous parallel steel roadway boxes.

Status: Twenty-six of 28 roadway boxes have been erected as of the end of September. Eighteen crossbeams have been installed between the roadway boxes. Roadway boxes 13 and 14 arrived at Pier 7 in Oakland on August 28, 2011. Installation of the bike path decks eastbound and service platforms, barriers, and traveler rails continues on the eastbound and westbound roadway decks. Roadway boxes 14 east and West are forecast for installation in October 2011.



STEP 3 - INSTALL TOWER

Each of the four legs of the tower will be erected in four separate lifts. The four tower lifts, the grillage and the tower head will be installed using a temporary erection tower and lifting jacks.

Status: The tower legs, grillage and saddle have been installed. The tower head is on site and will be erected after the cables have been installed in May 2012. Tower pull-back strands were anchored to the top of the tower in September 2011.

STEP 4 - MAIN CABLE AND SUSPENDER INSTALLATION

The main cable will be pulled from the east end of the SAS bridge, over the tower, and wrapped around pier W2 before returning back over the tower to the east end of the SAS bridge deck. Suspender cables will be added to lift the roadway decks off the temporary support structure.

Status: Cable installation is pending the erection of the cable temporary works and completion of roadway spans. All cables have been fabricated and stored in the warehouse at Pier 7 in Oakland. The catwalks have been installed on the SAS tower to provide safe access for workers who are installing the hauling and tramway systems that will pull the main cable for installation. The cable-pull test is scheduled for mid-October 2011.

STEP 5 - WESTBOUND AND EASTBOUND SEISMIC SAFETY OPENING

The new bridge will now open simultaneously in both the westbound and eastbound directions.

Status: The westbound and eastbound opening is forecast for December 2013.

Aerial View of Current Progress on the Self-Anchored Suspension Bridge

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities

Roadway and Tower Segments

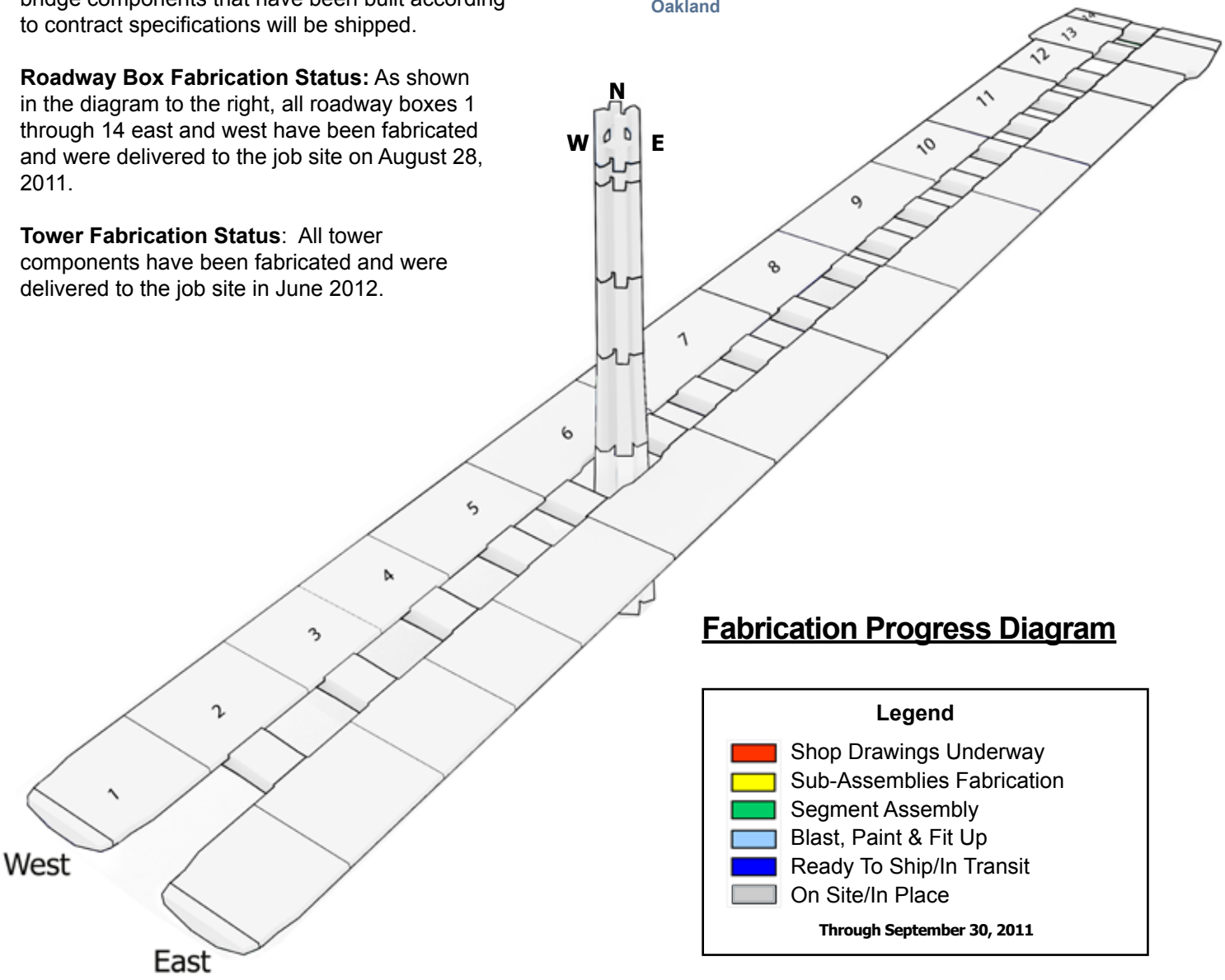
Like giant three-dimensional jigsaw puzzles, the roadway and tower lifts of the SAS bridge are hollow steel shells that are internally strengthened and stiffened by a highly engineered network of welded steel ribs and diaphragms. The use of steel in this manner allows for a strong and yet relatively light and flexible structure to withstand the massive loads placed on the bridge during seismic events.

All components undergo a rigorous quality review by ZPMC, ABF, and Caltrans to ensure that only bridge components that have been built according to contract specifications will be shipped.

Roadway Box Fabrication Status: As shown in the diagram to the right, all roadway boxes 1 through 14 east and west have been fabricated and were delivered to the job site on August 28, 2011.

Tower Fabrication Status: All tower components have been fabricated and were delivered to the job site in June 2012.

Off Loading the Final Four Roadway Boxes at Pier 7 in Oakland



Fabrication Progress Diagram

Legend

- Shop Drawings Underway
- Sub-Assemblies Fabrication
- Segment Assembly
- Blast, Paint & Fit Up
- Ready To Ship/In Transit
- On Site/In Place

Through September 30, 2011

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Fabrication Activities (cont.)

Cables and Suspenders

One continuous main cable will be used to support the roadway deck of the SAS bridge. The main cable will be anchored within the westbound roadway box at the east end of the SAS near pier E2, then extend west over the northeast saddle towards the tower saddle at T1. It will then loop around pier W2 westbound deviation saddle, extend through the jacking beam saddle and extend around the eastbound deviation saddle at W2 over the tower saddle at T1 again to the south east saddle and finally anchor within the eastbound roadway box near pier E2. The main cable is made up of 137 bundles of wire strands and a number of smaller suspender ropes will connect the roadway decks to the main cable.

Status: All main cable strands have been fabricated and delivered to the job site and stored at Pier 7 in Oakland. The cable bands are in fabrication and forecast to be completed in fall of 2011. The suspender ropes are in fabrication and forecast to be completed in October 2011.

Saddles, Bearings, Hinges, and Other Bridge Components

The mounts on which the main cable and suspender ropes will sit are solid steel castings. Castings for the main cable saddles were made by Japan Steel Works, while the cable bands and brackets are being made by Goodwin Steel in the United Kingdom.

The bridge bearings and hinges that support, connect, and transfer loads from the Self-Anchored Suspension (SAS) Span to the adjoining sections of the new east span are being fabricated in a number of locations. Work on the bearings is being performed in Pennsylvania, USA and Hochang, South Korea, while hinge pipe beams are being fabricated in Oregon, USA.

Status: The Hinge K pipe beams have been fabricated and installed. Hinge A seismic expansion joints are in fabrication and are currently scheduled for completion in December 2011. The SAS traveler rails and the Skyway bike path railings and crushable zone are in fabrication and are forecast for completion in October 2011. The anchor rods have been fabricated and shipped and are forecast for installation in roadway box 14 east and west in October 2011.

Cable Bands Ready for Painting

Sample of Cable Band Compaction Testing Performed at Pier 7 in Oakland

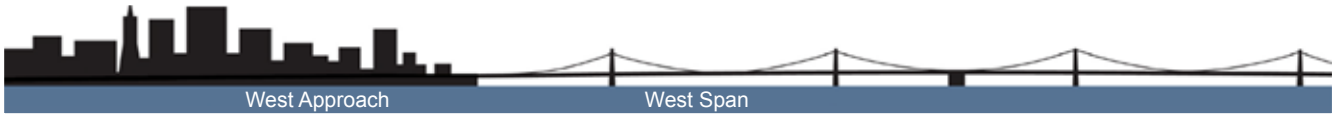
TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Self-Anchored Suspension (SAS) Superstructure Roadway and Tower Box Installation Activities

Upon arrival in Oakland, the steel roadway and tower sections are off-loaded directly from the transport ship onto barges to await installation atop the temporary support structures. Steel roadway boxes will be installed from west to east. Due to the shallow waters near Yerba Buena Island, the eastbound lanes on the south side of the new bridge will be installed first, then to be followed by the westbound lanes. In total, there are 28 roadway boxes (14 in each direction) that range from 560 to 1660 tons and from 80 to 230 feet long.

The tower comprises four legs, each made up of four tower lifts that make up the majority of the height of the tower, the tower grillage, and finally the tower head.

Status: Twenty-six of 28 roadway boxes have been erected to form a continuous roadway as of the end of September 2011. Painting, welding and bolting continues on all roadway boxes. All four tower legs along with the tower grillage and the tower saddle have been installed as of mid-May 2011. Roadway boxes 13 eastbound and westbound have been lifted into place. Roadway Box 14 eastbound and westbound and crossbeam 19 will be installed in October 2011.



Aerial View of the Self-Anchored Suspension Bridge Roadway Box 13 Westbound Being Installed

The Shear-Leg Barge Crane Hoisting Roadway Box 13 Eastbound

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

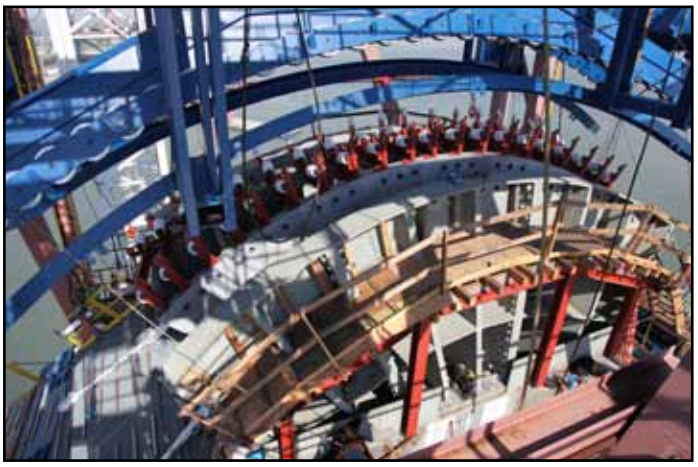
Self-Anchored Suspension (SAS) Superstructure Cable Installation Activities

With installation of all structural elements of the tower and roadway nearing completion, focus is now turning to the placement of the bridge's more than 2 1/2 - foot in diameter and nearly mile long main cable. The single cable is made up of 137 separate bundled strands which contain 127 individual pencil thin wires (see middle photo on this page). Each of the 137 bundled strands will be individually pulled by a tramway system from the northeastern end of the bridge, up and over the tower, and around the west end of the bridge before returning over the tower and to the southeastern end of the bridge.

Status: Workers installed the orange-colored 12-foot-wide catwalks from the roadway to the top of the tower in August 2011. The catwalks provide workers with safe access during the installation of the hauling system, tramway system and main cable strands.

Because the bridge is asymmetric with a longer span to the east than to the west, the tower will be pulled back 20 inches to the west so that the tower will return to a plumb position when the weight of the heavier east side of the bridge is transferred to the main cable. The tower pull back was completed in September 2011.

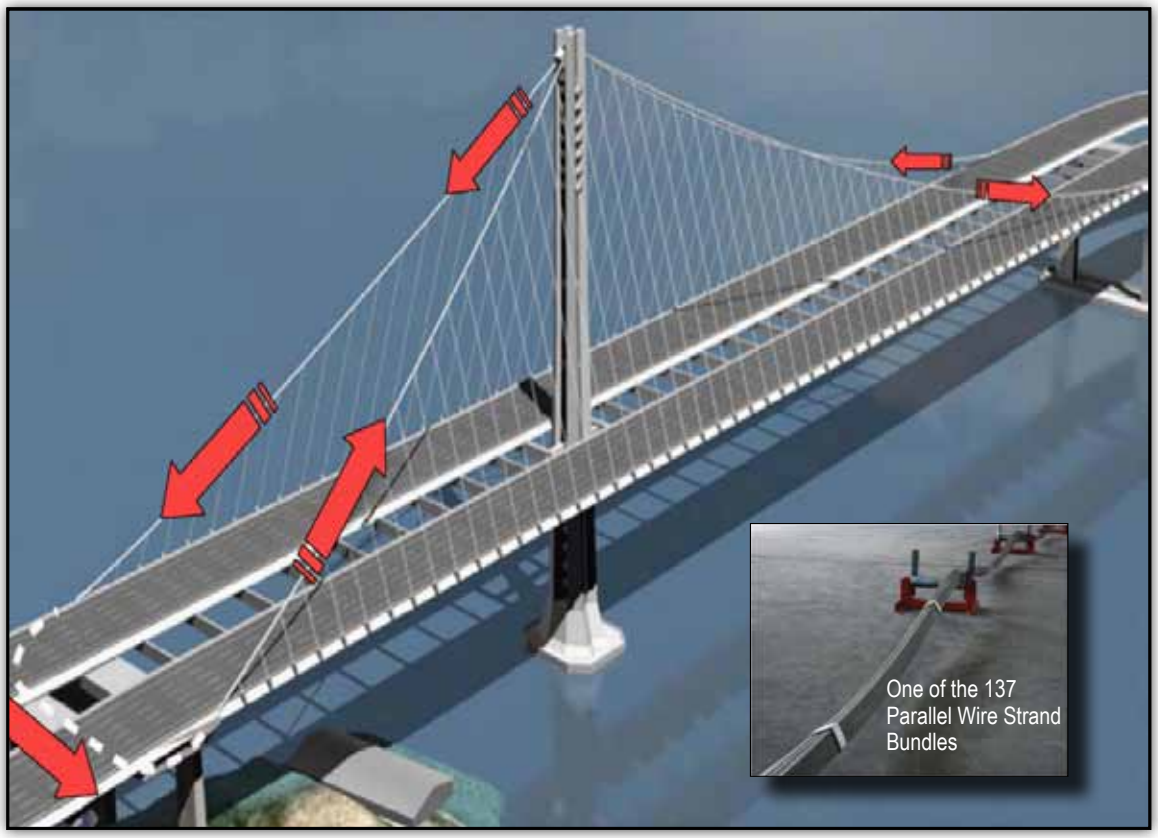
To pull the strands up and around the bridge, a tramway system, similar to a ski lift, will be used to support, pull and place the main cable during installation. Installation of this system has begun and will be ongoing throughout rest of the year. Cable strand installation is scheduled to start in December 2011.



Self-Anchored Suspension Bridge Tower Saddle Area with Cable Tramway and Cable Installation Rollers in Place

Fitting Parallel Wire Test Strand (PWS) into Tension Cable Saddle

Parallel Wire Strand Test (PWS) Being Hauled in Tramway System



Rendering of the Cable Pull Direction

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Skyway

The Skyway, which comprises much of the new East Span, will drastically change the appearance of the Bay Bridge. Replacing the gray steel that currently cages drivers, a graceful, elevated roadway supported by piers will provide sweeping views of the bay.

E Skyway Contract

Contractor: Kiewit/FCI/Manson, Joint Venture
Approved Capital Outlay Budget: $1.25 B
Status: Completed March 2008

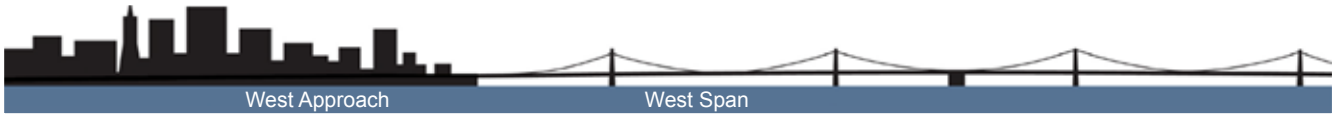
Extending for more than a mile across Oakland mudflats, the Skyway is the longest section of the East Span. It sits between the new Self-Anchored Suspension (SAS) span and the Oakland Touchdown. In addition to incorporating the latest seismic-safety technology, the side-by-side roadway decks of the Skyway feature shoulders and lane widths built to modern standards.

The Skyway's decks are composed of 452 pre-cast concrete segments (standing three stories high), containing approximately 200 million pounds of structural steel, 120 million pounds of reinforcing steel, 200 thousand linear feet of piling and about 450 thousand cubic yards of concrete. These are the largest segments of their kind ever cast and were lifted into place by custom-made winches.

The Skyway marine foundation consists of 160 hollow steel pipe piles measuring eight feet in diameter and dispersed among 14 sets of piers. The 365-ton piles were driven more than 300 feet into the deep bay mud. The new East Span piles were battered or driven in at an angle, rather than vertically, to obtain maximum strength and resistance.

Designed specifically to move during a major earthquake, the Skyway features several state-of-the-art seismic safety innovations, including 60-foot-long hinge pipe beams. These beams will allow deck segments on the Skyway to move, enabling the deck to withstand greater motion and to absorb more earthquake energy.

Skyway on the left and Existing Bridge on the Right Looking East toward Oakland



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Oakland Touchdown

When completed, the Oakland Touchdown (OTD) structures will connect Interstate 80 in Oakland to the new side-by-side decks of the new East Span. For westbound drivers, the OTD will be their introduction to the graceful new East Span. For eastbound drivers from San Francisco, this section of the bridge will carry them from the Skyway to the East Bay, offering unobstructed views of the Oakland hills.

The Oakland Touchdown (OTD) approach structures to the Skyway will be constructed in three phases. The first phase, constructed on the OTD #1 contract, built the new westbound approach structure. Due to physical constraints with the existing bridge, OTD #1 was only able to construct a portion of the eastbound approach. To facilitate opening the bridge in both directions at the same time, the current phase of work, performed by the Oakland Detour contractor, is widening the upper deck of the Oakland end of the existing bridge to allow for a traffic shift to the north that removes the physical constraint to completing the eastbound structure. The third phase, to be constructed by a future OTD #2 contract, will complete the eastbound lanes and provide the traffic switch to the new structure in both directions. This will allow the bridge to open simultaneously in both directions.

F Oakland Touchdown #1 Contract

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $212.0 M
Status: Completed June 2010

The OTD #1 contract constructed the entire 1,000-foot-long westbound approach from the toll plaza to the Skyway. When open to traffic, the westbound approach structure will provide direct access to the westbound Skyway. In the eastbound direction, the contract will construct a portion of the eastbound structure and all of the eastbound foundations that are not in conflict with the existing bridge.

Status: MCM Construction, Inc. completed OTD #1 westbound and eastbound phase 1 on June 8, 2010.

G Oakland Touchdown #2 Contract

Contractor: TBD
Approved Capital Outlay Budget: $62.0 M
Status: In Design

The OTD #2 contract will complete the eastbound approach structure from the end of the Skyway to Oakland. This work is critical to the eastbound opening of the new bridge by December 2013.

Status: The TBPOC has approved an acceleration plan that will construct a detour at the Oakland end of the bridge to allow for expedited construction of the OTD #2 contract. OTD #2 is currently in design and the contract for construction will be advertised in November 2011 and awarded in February 2012.

H Oakland Detour

Contractor: MCM Construction, Inc.
Approved Capital Outlay Budget: $51.0 M
Status: In Construction

To ensure a simultaneous eastbound and westbound opening of the bridge by December 2013, the TBPOC has approved an acceleration plan that will construct a detour at the Oakland end of the bridge to allow for expedited construction of the OTD #2 contract. The detour realigns the existing bridge approach to the south to allow for construction of the remaining portion of OTD that was in conflict with the existing bridge.

Status: The westbound detour construction foundations are in progress and the westbound detour is forecast to be completed in early 2012 pending weather or construction delays.

Oakland Detour Lead Abatement Completed

Straddle Foundations Poured and Formwork Stripped

Aerial View of the Newly Opened Eastbound Oakland Detour with the EBMUD Outfall Crossing Structure on the right, the Relocated Clear Channel Sign and the Westbound Oakland Detour under Construction

Westbound Foundation Wall Formwork

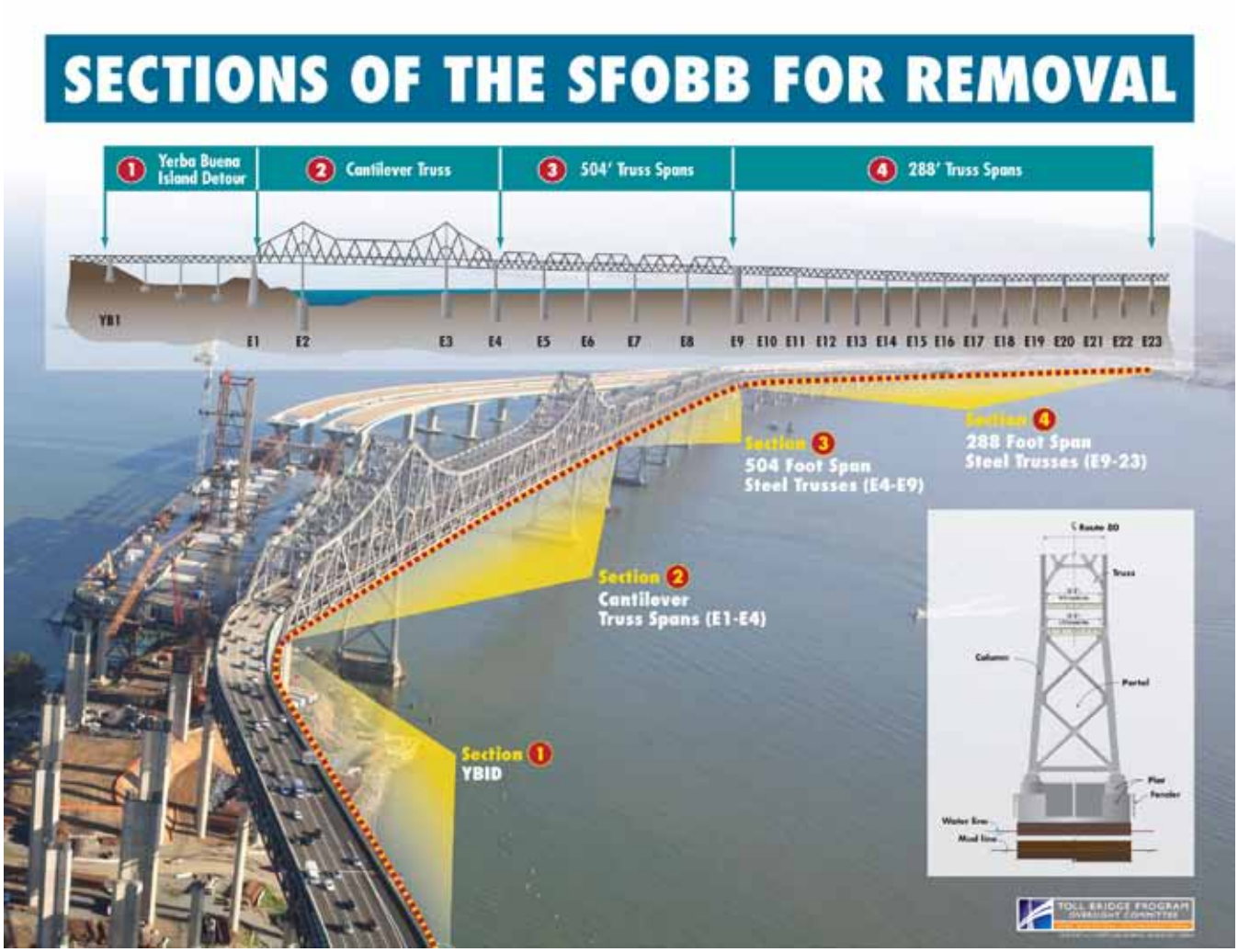
Existing East Span Bridge Demolition

Contractor: TBD

Approved Capital Outlay Budget: $239.1 M

Status: In Design

Design work on the demolition of the existing bridge has started. The current plan is to complete the environmental clearance by December 2011 and obtain all permits by June 2012. To expedite opening of a new eastbound on-ramp and the pedestrian/bicycle pathway from Yerba Buena Island, the TBPOC has decided to split the bridge dismantling project into at least two contracts. The dismantling of the superstructure of the main cantilever section of the existing east span of the bridge will be incorporated into the YBITS #2 contract, while the remaining portions will be removed by separate contract or contracts yet to be determined for the superstructure and marine foundations. Dismantling is projected to start in November 2012.



TOLL BRIDGE SEISMIC RETROFIT PROGRAM

San Francisco-Oakland Bay Bridge East Span Replacement Project
Other Contracts

A number of contracts needed to relocate utilities, clear areas of archeological artifacts, and prepare areas for future work have already been completed. The last major contract will be the eventual demolition and removal of the existing bridge, which by that time will have served the Bay Area for nearly 80 years. Following is a status of some the other East Span contracts.

J Electrical Cable Relocation

Contractor: Manson Construction
Approved Capital Outlay Budget: $9.6 M
Status: Completed January 2008

A submerged cable from Oakland that is close to where the new bridge will touch down supplies electrical power to Treasure Island. To avoid any possible damage to the cable during construction, two new replacement cables were run from Oakland to Treasure Island. The extra cable was funded by the Treasure Island Development Authority.

Yerba Buena Island Substation

Contractor: West Bay Builders
Approved Capital Outlay Budget: $11.6 M
Status: Completed May 2005

This contract relocated an electrical substation just east of the Yerba Buena Island Tunnel in preparation for the new East Span.

Archeological Investigations

Existing East Span of the San Francisco-Oakland Bay Bridge

New YBI Electrical Substation

Stormwater Treatment Measures

Contractor: Diablo Construction, Inc.
Approved Capital Outlay Budget: $18.3 M
Status: Completed December 2008

The Stormwater Treatment Measures contract implemented a number of best practices for the management and treatment of stormwater runoff. Focused on the areas around and approaching the toll plaza, the contract added new drainage and built new bio-retention swales and other related constructs.

Stormwater Retention Basin

East Span Interim Seismic Retrofit

Contractors: 1) California Engineering
2) Balfour Beatty
Approved Capital Outlay Budget: $30.8 M
Status: Completed October 2000

After the 1989 Loma Prieta Earthquake, and before the final retrofit strategy was determined for the East Span, Caltrans completed an interim retrofit of the existing bridge to prevent a catastrophic collapse of the bridge should a similar earthquake occur before the East Span was completely replaced. The interim retrofit was performed under two separate contracts that lengthened pier seats, added some structural members, and strengthened areas of the bridge so they would be more resilient during an earthquake.

Pile Installation Demonstration

Contractor: Manson and Dutra, Joint Venture
Approved Capital Outlay Budget: $9.3 M
Status: Completed December 2000

While large-diameter battered piles are common in offshore drilling, the new East Span is one of the first bridges to use them in its foundations. To minimize project risks and build industry knowledge, a pile installation demonstration project was initiated to prove the efficacy of the proposed technology and methodology. The demonstration was highly successful and helped result in zero contract change orders or claims for pile driving on the project.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Antioch Bridge Seismic Retrofit Project

Contractor: California Engineering Contractors, Inc.

Approved Capital Outlay Budget: $70.0 M

Status: 82% Complete as of September 2011

Serving the Delta region of the Bay Area, the Antioch Bridge takes State Route 160 traffic over the San Joaquin River, linking eastern Contra Costa County with Sacramento County. The current 1.8-mile-long steel plate girder bridge was opened in 1978 with one lane in each direction. The major retrofit measure for the bridge includes installing seismic isolation bearings at each of the 41 piers, strengthening piers 12 through 31 with steel cross-bracing between column bents, and installing steel casings at all columns located at the Sherman Island approach slab bridge.

Status: Staff has reported that work is progressing well and that seismic safety is forecast to be completed ahead of schedule by the end of 2011.

Seismic isolation bearings will allow the superstructure of the bridge to move independently from the pier and column substructure during an earthquake. All seismic isolation bearings have been fabricated, tested, and made ready for delivery. 48 of 82 bearings (59% complete) have been installed at 24 of the 41 piers.

At piers 12 through 31, center steel cross bracing is being added between the pier columns to strengthen the pier. The work requires off-site fabrication of the steel cross bracing and on-site preparation of the existing columns to ensure proper bond with the new bracing. Sixteen of 20 piers have been retrofitted with the cross bracing. Field painting of the cross bracing is the last major activity of completing the pier retrofit.

Columns located on Sherman Island are being strengthened with steel column casing jackets. Column casing installation started in September 2011.

In addition to the retrofit work, the bridge is being instrumented to provide ground and structure motion information during future seismic event. Seismic monitoring equipment is being installed at 250, 160, 80, 50, 20 and 4 feet below the ground surface.

Jacking Pins to Be Installed through the Bent Caps Are Lifted into Place from a Marine Barge

Jacking Pins Installed through Cored Holes

Removal of Curtain Wall

Curtain Wall Removed

Dumbarton Bridge Seismic Retrofit Project

Contractor: Shimmick Construction Company, Inc.

Approved Capital Outlay Budget: $92.7 M

Status: 28% Complete as of September 2011

The current Dumbarton Bridge was opened to traffic in 1982 linking the cities of Newark in Alameda County and East Palo Alto in San Mateo County. The 1.6-mile long bridge has six lanes (three in each direction) and an eight-foot bicycle/pedestrian pathway. The bridge is a combination of three bridge types; reinforced concrete slab approaches supported on multiple pile extension columns, precast-prestressed concrete delta girders and steel box girders supported on reinforced concrete piers. The current retrofit strategy for the bridge includes superstructure and deck modifications and installation of isolation bearings.

Status: The main bridge structure between piers 16 - 31 will be raised approximately five inches so isolation bearings can be installed to separate the superstructure from the substructure during seismic events. In preparation, the bridge piers are being widened with reinforced concrete to accommodate the new bearings. This month work continues with reinforcing steel and concrete placement at these main bridge piers.

Along the reinforced concrete slab approaches, the bent caps are being extended and tied to new 48” diameter steel piles that have been installed to strengthen the bridge. Bent cap extensions along the west trestle approach are complete and all east approach trestle bent columns have been constructed. The reinforced concrete bent cap extensions at the east approach trestle were cast in July 2011.

The concrete coring operation to widen the bent caps is complete at 10 of the 14 locations and the installation of the jacking frames inside the main bridge’s steel box has been completed at 2 piers. A mockup of how the new isolation bearing will connect to steel box is currently being assembled at the site. Demolition work of the shear pin cover plate is ongoing at exterior cells at Pier 19 and at the interior cells at pier 20.

Steel Sheet Piles Driven for Cut-Off Walls for Installation of Drainage System and Flood Wall

Pier Cap Drill and bond Dowels at Pier 18

Pump Station Deck Rebar Being Placed

Welding Jacking Frame at Pier 18 Exterior Cell Eastbound Structure

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Other Completed Projects

In the 1990s, the State Legislature identified seven of the nine state-owned toll bridges for seismic retrofit. In addition to the San Francisco-Oakland Bay Bridge, these included the Benicia-Martinez, Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges in the Bay Area, and the Vincent Thomas and Coronado bridges in Southern California. Other than the East Span of the Bay Bridge, the retrofits of all of the bridges have been completed as planned.

High-Rise Section of San Mateo-Hayward Bridge

San Mateo-Hayward Bridge Seismic Retrofit Project
Project Status: Completed 2000

The San Mateo-Hayward Bridge seismic retrofit project focused on strengthening the high-rise portion of the span. The foundations of the bridge were significantly upgraded with additional piles.

1958 Carquinez Bridge (foreground) with the 1927 Span (middle) under Demolition and the New Alfred Zampa Memorial Bridge (background)

1958 Carquinez Bridge Seismic Retrofit Project
Project Status: Completed 2002

The eastbound 1958 Carquinez Bridge was retrofitted in 2002 with additional reinforcement of the cantilever thru-truss structure.

1962 Benicia-Martinez Bridge Seismic Retrofit Project
Project Status: Completed 2003

The southbound 1962 Benicia-Martinez Bridge was retrofitted to “Lifeline” status with the strengthening of the foundations and columns and the addition of seismic bearings that allow the bridge to move during a major seismic event. The Lifeline status means the bridge is designed to sustain minor to moderate damage after a seismic event and to reopen quickly to emergency response traffic.

1962 Benicia-Martinez Bridge (right)

Richmond-San Rafael Bridge Seismic Retrofit Project
Project Status: Completed 2005

The Richmond-San Rafael Bridge was retrofitted to a "No Collapse" classification to avoid catastrophic failure during a major seismic event. The foundations, columns, and truss of the bridge were strengthened, and the entire low-rise approach viaduct from Marin County was replaced.

Richmond-San Rafael Bridge

Los Angeles-Vincent Thomas Bridge Seismic Retrofit Project
Project Status: Completed 2000

The Vincent Thomas Bridge is a 1,500-foot long suspension bridge crossing the Los Angeles Harbor in Los Angeles that links San Pedro with Terminal Island. The bridge was one of two state-owned toll bridges in Southern California (the other being the San Diego-Coronado Bridge). Opened in 1963, the bridge was seismically retrofitted as part of the TBSRP in 2000.

Los Angeles-Vincent Thomas Bridge

San Diego-Coronado Bridge Seismic Retrofit Project
Project Status: Completed 2002

The San Diego-Coronado Bridge crosses over San Diego Bay and links the cities of San Diego and Coronado. Opened in 1969, the 2.1-mile long bridge was seismically retrofitted as part of the TBSRP in 2002.

San Diego-Coronado Bridge

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management Program Update

Potential Draw On Program Reserve (Program Contingency)

Assembly Bill (AB) 144 provides that Caltrans "regularly reassess its reserves for potential claims and unknown risks, incorporating information related to risks identified and quantified through its risk assessment processes."

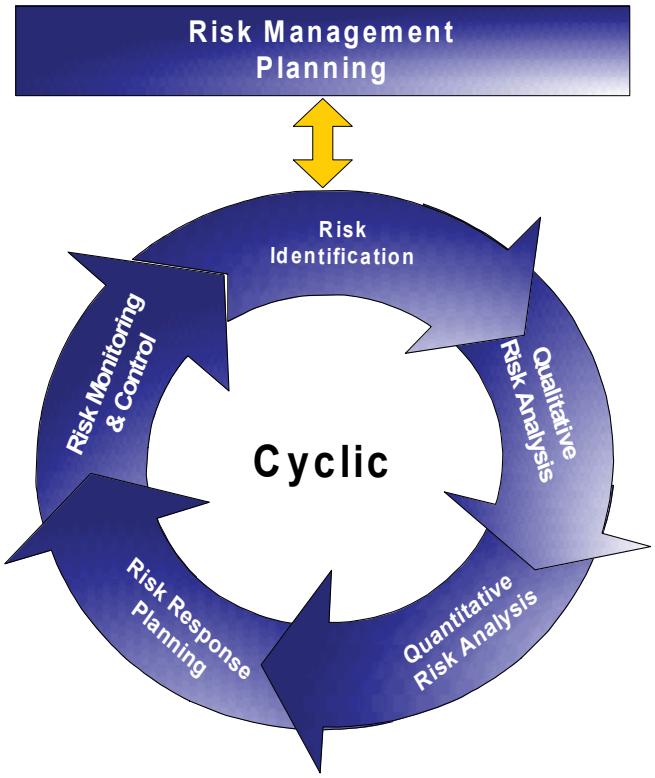
AB 144 set a $900 million Program Reserve (also referred to as the program contingency). On October 11, 2009, Governor Schwarzenegger approved Assembly Bill No. 1175 that added the Dumbarton and Antioch Bridges to the Toll Bridge Seismic Retrofit Program and this resulted in changes to program contingency. The program contingency is currently $308 million according to the TBPOC approved budget.

The approved TBSRP Risk Management Plan provides for the determination of the estimated potential draw on program contingency each quarter based on the total of all risks and the contingencies remaining from the contracts. Each contract in design has an assigned contingency allowance. Each contract in construction has a remaining contingency, which is the difference between its budget and the sum of bid items, state-furnished materials, contract change orders and remaining supplemental work. Capital outlay support has no identified contingency allowance. The total of the contingencies is the amount that is available to cover the risks of all contracts, program-level risks (the risks not assigned to a particular contract), and capital outlay support risks. The amount by which the sum of all risks may exceed the total of all contingencies would represent a potential draw on the program contingency (i.e., program reserve).

The approved TBSRP Risk Management Plan provides for the determination of the estimated potential draw on program contingency each quarter, and compares it to the current balance in the program contingency. The second quarter of 2011 potential draw curve is shown in Figure 1.

As of the end of the second quarter of 2011, the 50 percent probable draw on program contingency is $200 million. The potential draw ranges from about $60 million to $300 million.

The current program contingency balance is sufficient to cover the cost of currently identified risks. In accordance with the approved TBSRP Risk Management Plan,



risk mitigation actions are continuously developed and implemented to reduce the potential draw on the program contingency.

RISK MANAGEMENT DEVELOPMENTS

There was an approximate $45 million decrease in the 50% probable remaining Program Contingency Balance (i.e., the approved TBPOC Program Contingency Balance less the 50% Probable Draw) this quarter. This change is predominantly attributed to the approximate $40 million decrease in the dismantling project contingency this quarter – this resulted from an increase in the dismantling project's cost estimate associated with proposed schedule compression, as well as a better understanding of the estimated costs associated with marine access. The addition of the dismantling project's cost risk numbers this quarter did not significantly change the total dismantling project's forecast because of identified capital outlay support opportunities also quantified this quarter.

Outside of the dismantling project, the decrease in program cost risks this quarter were largely offset by the increase in costs carried in the program's Contract Change Order (CCO) logs. Cost risks on the SAS contract trended downward this quarter, however, the forecast for the SAS did not change significantly as a result of the approximate increase of $15 million in scope changes/enhancements approved by the TBPOC this

quarter. Additional scope changes/enhancements (e.g., schedule compression of the dismantling project) are being considered by the TBPOC and, if approved, will be reflected in the future quarters' potential draw to program contingency curve.

The SAS contractor's updated schedule meets the TBPOC's milestones for opening the bridge in 2013. However, the contractor's schedule does not incorporate a milestone for turning over the Hinge K work area to the YBITS #1 contractor for completion of the Hinge K closures. This potentially places the YBITS #1 contract on the critical path to bridge opening, possibly extending it by several months. The risk management team mitigated this schedule risk by re-sequencing some SAS contract activities to after bridge opening. Discussions are ongoing to resolve this coordination issue between the SAS and YBITS #1 contractors, and the goal is to merge the construction activities of both contracts into one schedule and use it to plan the work to provide bridge opening as soon as possible.

Right-of-way acquisition risks, the largest risks early in the Oakland Detour project, were successfully resolved by the project team, allowing the eastbound detour to open on time. Construction of the westbound detour widening structure foundations began immediately after traffic was switched to the eastbound detour. The design of the superstructure is advancing and will be completed by the end of this year.

RISK MANAGEMENT LOOK AHEAD

The corridor schedule is aggressive and there are risks to the future activities on the critical paths through SAS orthotropic box girder delivery and erection, cable installation, load transfer, and completion of mechanical, electrical, and plumbing systems required for the bridge opening. Caltrans and the SAS and YBITS#1 contractors are implementing a plan to enhance mutual schedule management in order to proactively identify impending risks so that action can be taken swiftly to prevent or mitigate potential delays. The risk management team has

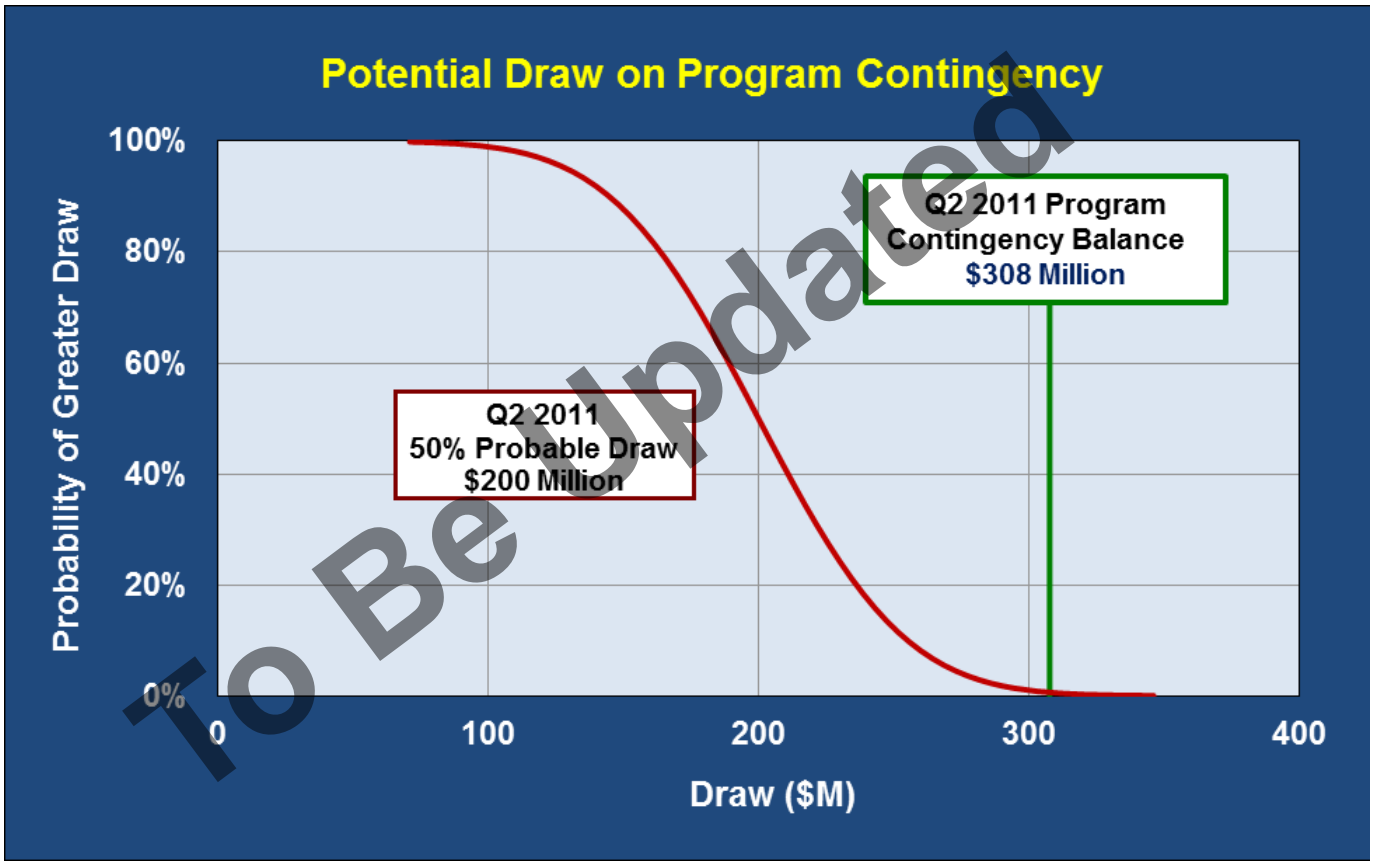


Figure 1 – Potential Draw on Program Contingency*

*Figure 1 Notes:
1. The Program Contingency is currently $308 million per the TBPOC Approved Budget.
2. Program Contingency may be used for other beneficial purposes than to cover risks.
3. Potential risks associated with potential out-of-scope corridor improvements are excluded. Proposed architectural enhancements and project improvements are currently under development; such proposals are excluded unless approved by the TBPOC.
4. The potential draw chart should not be construed as a forecast of the future balance of Program Contingency funds.

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Risk Management Program Update (cont.)

assessed the risks and identified Caltrans activities that must align with the SAS and YBITS#1 contractors' incentivized milestone.

The San Francisco Ramps project is scheduled to start while the YBITS#1 contractor is working on Yerba Buena Island, giving rise to coordination issues such as slope stability, traffic maintenance, and conflicts in schedule and staging. Discussions are ongoing to resolve these potential issues.

Aggressive planning for the future East Span dismantling work is underway. Project scope is being refined and an assessment to select the most prudent and efficient procurement strategy for the dismantling work is being performed. Development of project plans, specifications, schedule, and cost is ongoing. In concert with this effort, the risk management team will be updating the risk registers for the dismantling work.

The comprehensive quantitative cost and schedule risk assessment will be refined next quarter and incorporated in the program's quantitative cost and schedule results.

Hinge K Interface between the Self-Anchored Suspension Bridge ad the Yerba Buena Island Transition Structure #1 Westbound

Overview of Yerba Buena Island Transition Structure Westbound on right and Yerba Buena Island Detour on the left

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Program Funding Status

AB 144 established a funding level of $8.685 billion for the TBSRP. The bill specifies program funding sources as shown in Table 1-Program Budget.

Table 1—Program Budget as of September 30, 2011 ($ Millions)

		Budgeted	Funding Available & Contribution
Financing			
Seismic Surcharge Revenue AB 1171		2,282.0	2,282.0
Seismic Surcharge Revenue AB 144		2,150.0	2,150.0
Seismic Surcharge Revenue AB 1175[5]		750.0	750.0
BATA Consolidation		820.0	820.0
Subtotal - Financing		6,002.0	6,002.0
Contributions			
Proposition 192		790.0	789.0
San Diego Coronado Toll Bridge Revenue Fund		33.0	33.0
Vincent Thomas Bridge		15.0	6.9
State Highway Account[1][2]		745.0	745.0
Public Transportation Account[1][3]		130.0	130.0
ITIP/SHOPP/Federal Contingency		448.0	200.0
Federal Highway Bridge Replacement and Rehabilitation (HBRR)		642.0	642.0
SHA - East Span Demolition		300.0	-
SHA - "Efficiency Savings"[4]		130.0	63.0
Redirect Spillover		125.0	125.0
Motor Vehicle Account		75.0	75.0
Subtotal - Contribution		3,433.0	2,808.9
Total Funding		9,435.0	8,810.9
Encumbered to Date			7,502.7
Remaining Unallocated			1,308.2
Expenditures :			
Capital Outlay			5,655.1
State Operations			1,490.1
Antioch and Dumbarton Expenditures by BATA			12.2
	Total Expenditures		7,157.5
Encumbrances : [6]			
Capital Outlay			327.7
State Operations			17.6
	Total Encumbrances		345.3
Total Expenditures and Encumbrances			7,502.7

[1] The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.
[2] To date $645 million has been transferred from the SHA to the TBSRP, including the full $290 million transfer scheduled by the CTC to occur in 2005-06. An additional $100 million has been expended directly from the account.
[3] To date $130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.
[4] To date $10 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" identified under AB 144.
Approximately $120 million remains to be distributed as scheduled by the CTC.
[5] As of January 1, 2010, seismic retrofitting of Antioch and Dumbarton Bridges became part of the Toll Bridge Seismic Retrofit Program with the passage of AB 1175.

Summary of the Toll Bridge Oversight Committee (TBPOC) Expenses

Pursuant to Streets and Highways Code Section 30952.1 (d), expenses incurred by Caltrans, BATA, and the California Transportation Commission (CTC) for costs directly related to the duties associated with the TBPOC are to be reimbursed by toll revenues. Table 3 -Toll Bridge Program Oversight Committee Estimated Expenses: July 1, 2005 through December 31, 2010 shows expenses through September 30, 2011 for TBPOC functioning, support, and monthly and quarterly reporting.

Table 2—CTC Toll Bridge Seismic Retrofit Program Contributions Adopted December 2005

Schedule of Contributions to the Toll Bridge Seismic Retrofit Program ($ Millions)

Source	Description	2005-06 (Actual)	2006-07 (Actual)	2007-08 (Actual)	2008-09 (Actual)	2009-10 (Actual)	2010-11 (Actual)	2011-12	2012-13	2013-14	Total
AB 1171	SHA	290									290
	PTA	80	40								120
	Highway Bridge Replacement and Rehabilitation (HBRR)	100	100	100	42						342
	Contingency				1	99	100	100	148		448
AB 144	SHA*	2	8				53	50	17		130
	Motor Vehicle Account (MVA)	75									75
	Spillover		125								125
	SHA**									300	300
	Total	547	273	100	43	99	153	150	165	300	1830

* Caltrans Efficiency Savings
** SFOBB East Span Demolition Cost

Table 3—Toll Bridge Program Oversight Committee Estimated Expenses: July 1, 2005 through September 30, 2011 ($ Millions)

Agency/Program Activity	Expenses
BATA	**2.0**
Caltrans	**2.2**
CTC	**1.8**
Reporting	**4.3**
Total Program	**10.3**

TOLL BRIDGE SEISMIC RETROFIT PROGRAM

Quarterly Environmental Compliance Highlights

Overall environmental compliance for the San Francisco -Oakland Bay Bridge (SFOBB) East Span project has been a success. The tasks for the current quarter are focused on mitigation, monitoring and environmental permitting. Key successes in this quarter are as follows:

Bird monitoring was conducted weekly in the active construction area. Monitors did not observe any indication that birds were disturbed due to the East Span construction activities.

Weekly Monitoring of Canada geese along the I-80 roadway adjacent to the Emeryville Crescent for the year began on March 4, 2011 and continued through August 2011.

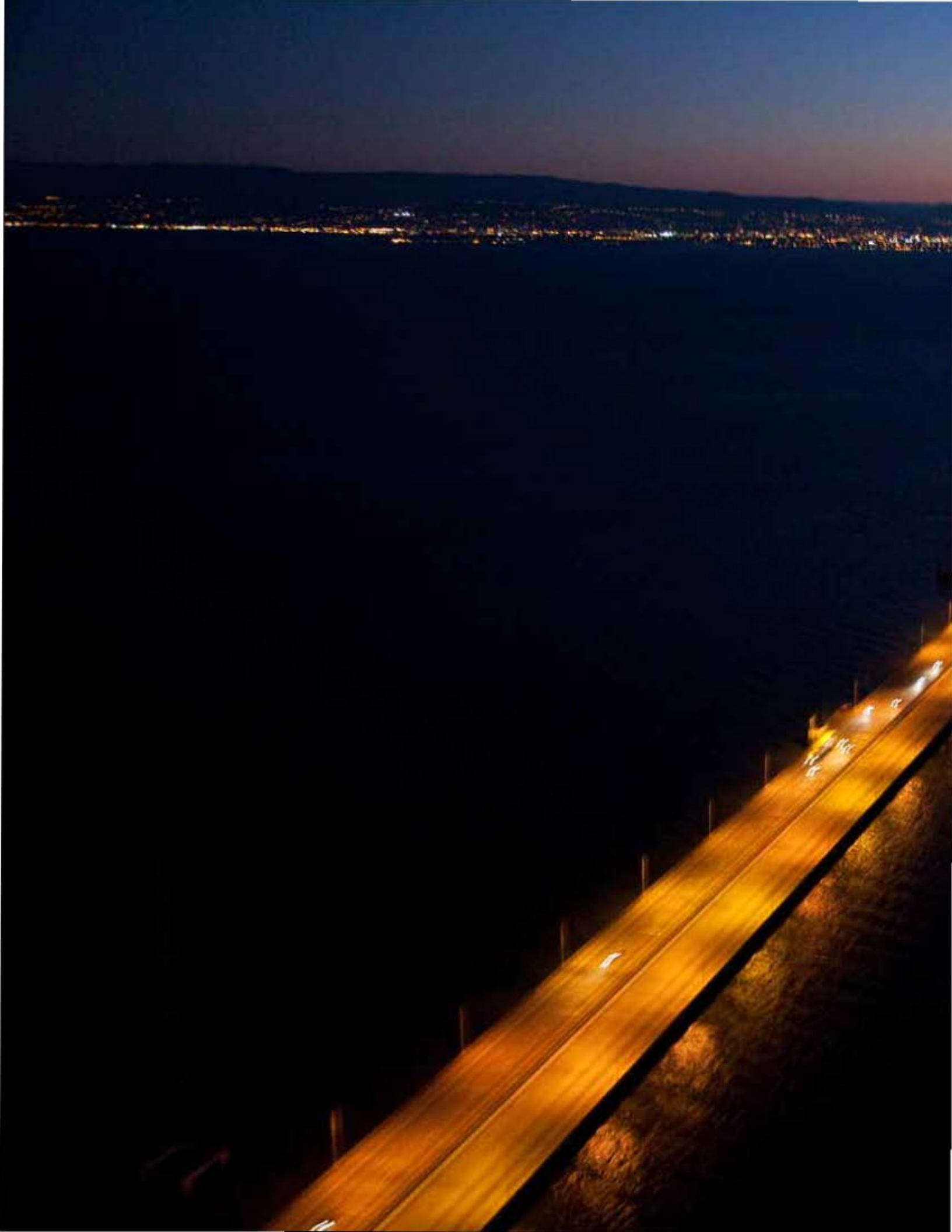
SFOBB environmental compliance and storm water pollution prevention plan (SWPPP) inspections were conducted weekly at all active project sites. The project team continues to work closely with contractors to ensure compliance with environmental permits and regulations and improve SWPPP and best management practices.

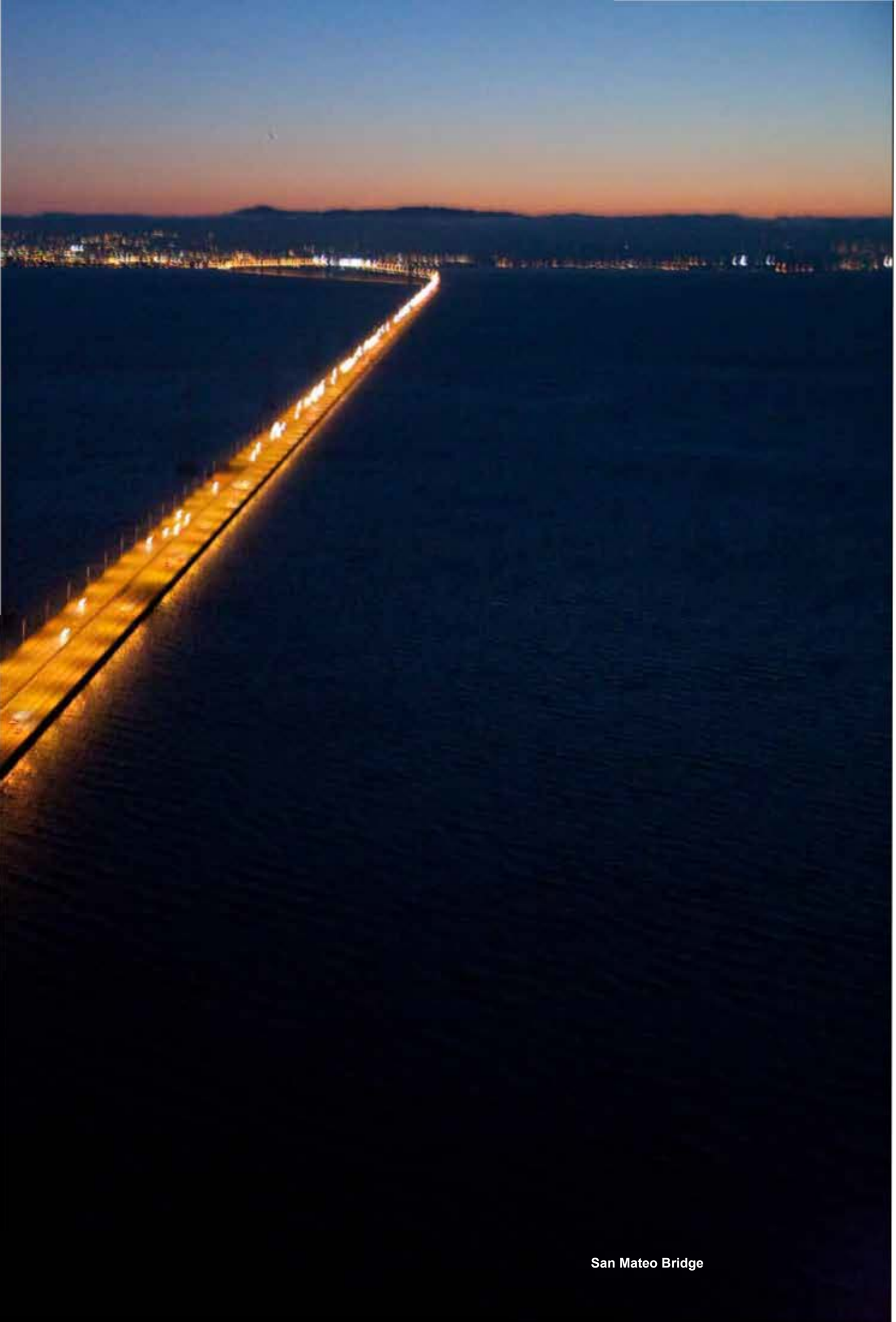
An amendment to the Bay Conservation and Development Commission (BCDC) Permit No. 8-01 has been requested. This amendment will help facilitate the transfer of eelgrass mitigation funds to the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS). Caltrans has continued efforts to finalize a cooperative agreement between NMFS and Caltrans.

Caltrans is working on the Environmental Phase for the dismantling of the existing East Span of the SFOBB.

The Office of Environmental Analysis with support from various functional units performed a comprehensive review of the 2001 Final Environmental Impact Statement (EIS)/Statutory Exemption and Final Section 4(f) Evaluation, current environmental standards and potential environmental impacts associated with the dismantling of the existing East Span. Analysis driven technical studies were completed for water quality and biological resources as part of this review for the reevaluation of the EIS. The SFOBB East Span Seismic Safety Project EIS Biological Resources Reevaluation for Dismantling Activities Technical Memorandum was completed on August 17, 2011 and the SFOBB Dismantling Activities Water Quality Memorandum (Supporting the EIS Reevaluation for Dismantling of the existing SFOBB) was completed on September 22, 2011.

Night Heron at Pier 7 in Oakland





San Mateo Bridge

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

REGIONAL MEASURE 1 PROGRAM

Interstate 880/State Route 92 Interchange Reconstruction Project
Project Status: In Construction

The Interstate 880/State Route 92 Interchange Reconstruction Project is the final project under the Regional Measure 1 Toll Bridge Program. Project completion fulfills a promise made to Bay Area voters in 1988 to deliver a slate of projects that help expand bridge capacity and improve safety on the bridges.

Aerial View of Construction Progress

Interstate 880/State Route 92 Interchange Reconstruction Contract

Contractor: Flatiron/Granite

Approved Capital Outlay Budget: $163.2 M

Status: 100% Complete as of September 2011

This corridor is consistently one of the Bay Area's most congested during the evening commute. This is due in part to the lane merging and weaving that is required by the existing cloverleaf interchange. The new interchange will feature direct freeway-to-freeway connector ramps that will increase traffic capacity and improve overall safety and traffic operations in the area. With the new direct-connector ramps, drivers coming off of the San Mateo-Hayward Bridge can access Interstate 880 without having to compete with traffic headed onto east Route 92 from south Interstate 880 (see progress photos on pages 82 and 83).

Aerial View of Construction Progress

Aerial View of Construction Progress

REGIONAL MEASURE 1 PROGRAM
Other Completed Projects

San Mateo-Hayward Bridge-Widening Project
Project Status: Completed 2003

This project expanded the low-rise concrete trestle section of the San Mateo-Hayward Bridge to allow for three lanes in each direction to match the existing configuration of the high-rise steel section of the bridge.

Widening of the San Mateo-Hayward Bridge Trestle on Left

Richmond-San Rafael Bridge Rehabilitation Projects
Project Status: Completed 2006

Two major rehabilitation projects for the Richmond-San Rafael Bridge were funded and completed: (1) replacement of the western concrete approach trestle and ship-collision protection fender system; and (2) rehabilitation of deck joints and resurfacing of the bridge deck.

In 2005, along with the seismic retrofit of the bridge, the trestle and fender replacement work was completed as part of the same project. Under a separate contract in 2006, the bridge was resurfaced with a polyester concrete overlay along with the repair of numerous deck joints.

New Richmond-San Rafael Bridge West Approach Trestle under Construction

Richmond Parkway Construction Project
Project Status: Completed 2001

The final connections to the Richmond Parkway from Interstate 580 near the Richmond-San Rafael Bridge were completed in May 2001.

New Alfred Zampa Memorial (Carquinez) Bridge Project
Project Status: Completed 2003

New Alfred Zampa Memorial (Carquinez) Bridge Soon after Opening to Traffic, with Crockett Interchange Still under Construction

The new western span of the Carquinez Bridge, which replaced the original 1927 span, is a twin-towered suspension bridge with three mixed-flow lanes, a new carpool lane, shoulders and a bicycle/pedestrian pathway.

Benicia-Martinez Bridge Project
Project Status: Completed 2009

Benicia-Martinez Bridge Bicycle/Pedestrian Pathway Opened to the Public in August 2009

A two-year project to rehabilitate and reconfigure the original Benicia-Martinez Bridge began shortly after the opening of the new Congressman George Miller Bridge. The existing 1.2-mile roadway surface on the steel deck truss bridge was modified to carry four lanes of southbound traffic (one more than before)—with shoulders on both sides—plus a bicycle/pedestrian path on the west side of the span that connects to Park Road in Benicia and to Marina Vista Boulevard in Martinez. Reconstruction of the east side of the bridge and approaches was completed in August 2008. Reconstruction of the west side of the bridge and its approaches and construction of the bicycle/pedestrian pathway were completed in August 2009.

Bayfront Expressway (State Route 84) Widening Project
Project Status: Completed 2004

This project expanded and improved the roadway from the Dumbarton Bridge touchdown to the US 101/ Marsh Road interchange by adding additional lanes and turn pockets and improving bicycle/pedestrian access in the area.

APPENDICES

Cable Tramway and Roller System at top of Tower Saddle

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2011 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2011)	Cost to Date (09/2011)	Cost Forecast (09/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	218.0	1,177.3	998.8	1,275.1	97.8
Capital Outlay Construction	4,492.2	589.4	5,081.6	4,003.1	5,167.9	86.3
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	**5,486.6**	**804.1**	**6,290.7**	**5,002.6**	**6,450.7**	**160.0**
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	(2.0)	118.0	118.5	119.0	1.0
Capital Outlay Construction	309.0	41.7	350.7	330.0	338.1	(12.6)
Total	**429.0**	**39.7**	**468.7**	**448.5**	**457.1**	**(11.6)**
SFOBB West Span Retrofit						**-**
Capital Outlay Support	75.0	(0.2)	74.8	74.9	74.8	-
Capital Outlay Construction	232.9	(5.5)	227.4	227.4	227.4	-
Total	**307.9**	**(5.7)**	**302.2**	**302.3**	**302.2**	**-**
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.8	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	667.5	689.5	-
Total	**914.0**	**(97.5)**	**816.5**	**794.3**	**816.5**	**-**
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	**177.8**	**-**	**177.8**	**177.8**	**177.8**	**-**
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	0.1	28.8	28.8	28.8	-
Capital Outlay Construction	85.5	(0.1)	85.4	85.6	85.4	-
Total	**114.2**	**-**	**114.2**	**114.4**	**114.2**	**-**
San Mateo-Hayward Retrofit						**-**
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	(0.1)	135.3	135.3	135.3	-
Total	**163.5**	**(0.1)**	**163.4**	**163.4**	**163.4**	**-**
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	(0.1)	42.0	42.0	42.0	-
Total	**58.5**	**(0.1)**	**58.4**	**58.4**	**58.4**	**-**
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	(0.3)	33.2	33.2	33.2	-
Capital Outlay Construction	70.0	(0.6)	69.4	69.4	69.4	-
Total	**103.5**	**(0.9)**	**102.6**	**102.6**	**102.6**	**-**

Appendix A-1: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2011 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2011)	Cost to Date (09/2011)	Cost Forecast (09/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Antioch Bridge						
Capital Outlay Support	-	31.0	31.0	14.4	34.7	3.7
Capital Outlay Support by BATA				6.2		
Capital Outlay Construction	-	70.0	70.0	35.9	51.2	(18.8)
Total	**-**	**101.0**	**101.0**	**56.5**	**85.9**	**(15.1)**
Dumbarton Bridge						
Capital Outlay Support	-	56.0	56.0	22.9	57.7	1.7
Capital Outlay Support by BATA				6.0		
Capital Outlay Construction	-	92.7	92.7	18.1	87.7	(5.0)
Total	**-**	**148.7**	**148.7**	**47.0**	**145.4**	**(3.3)**
Subtotal Capital Outlay Support	**1,433.1**	**295.6**	**1,728.7**	**1,513.1**	**1,832.9**	**104.2**
Subtotal Capital Outlay	**6,286.8**	**696.9**	**6,983.7**	**5,754.0**	**7,033.6**	**49.9**
Subtotal Other Budgeted Capital	**35.1**	**(3.3)**	**31.8**	**0.7**	**7.7**	**(24.1)**
Miscellaneous Program Costs	**30.0**	**-**	**30.0**	**25.5**	**30.0**	**-**
Subtotal Toll Bridge Seismic Retrofit Program	**7,785.0**	**989.2**	**8,774.2**	**7,293.3**	**8,904.2**	**130.0**
Net Programmatic Risks*	**-**	**-**	**-**	**-**	**93.2**	**93.2**
Program Contingency	**900.0**	**(592.2)**	**307.8**	**-**	**84.6**	**(223.2)**
Total Toll Bridge Seismic Retrofit Program [1]	**8,685.0**	**397.0**	**9,082.0**	**7,293.3**	**9,082.0**	**-**

[1] Figures may not sum up to totals due to rounding effects.

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2011 ($ Millions)

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of September 2011 see Note (1)	Estimated costs not yet spent or Encumbered as of September 2011	Total Forecast as of September 2011
a	b	c	d	e	f = d + e
Other Completed Projects					
Capital Outlay Support	144.9	144.6	144.6	-	144.6
Capital Outlay	472.6	471.9	472.0	(0.2)	471.8
Total	**617.5**	**616.5**	**616.6**	**(0.2)**	**616.4**
Richmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.8	0.2	127.0
Capital Outlay	698.0	689.5	667.4	22.1	689.5
Project Reserves	82.0	-	-	-	-
Total	**914.0**	**816.5**	**794.2**	**22.3**	**816.5**
West Span Retrofit					
Capital Outlay Support	75.0	74.8	74.9	(0.1)	74.8
Capital Outlay	232.9	227.4	227.3	0.1	227.4
Total	**307.9**	**302.2**	**302.2**	**(0.0)**	**302.2**
West Approach					
Capital Outlay Support	120.0	118.0	118.4	0.6	119.0
Capital Outlay	309.0	350.7	329.7	8.4	338.1
Total	**429.0**	**468.7**	**448.1**	**9.0**	**457.1**
SFOBB East Span - Skyway					
Capital Outlay Support	197.0	181.2	181.2	-	181.2
Capital Outlay	1,293.0	1,254.1	1,237.1	8.1	1,245.2
Total	**1,490.0**	**1,435.3**	**1,418.3**	**8.1**	**1,426.4**
SFOBB East Span - SAS - Superstructure					
Capital Outlay Support	214.6	375.5	335.1	139.3	474.4
Capital Outlay	1,753.7	2,046.8	1,597.3	488.3	2,085.6
Total	**1,968.3**	**2,422.3**	**1,932.4**	**627.6**	**2,560.0**
SFOBB East Span - SAS - Foundations					
Capital Outlay Support	62.5	37.6	37.6	-	37.6
Capital Outlay	339.9	307.3	301.3	3.7	305.0
Total	**402.4**	**344.9**	**338.9**	**3.7**	**342.6**
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.2	0.4	10.6
Capital Outlay	15.6	15.6	15.2	0.5	15.7
Total	**26.2**	**26.2**	**25.4**	**0.9**	**26.3**
YBI Detour					
Capital Outlay Support	29.5	90.7	87.2	0.5	87.7
Capital Outlay	131.9	492.8	465.9	16.9	482.8
Total	**161.4**	**583.5**	**553.1**	**17.4**	**570.5**
YBI- Transition Structures					
Capital Outlay Support	78.7	106.4	54.6	63.6	118.2
Capital Outlay	299.4	247.8	43.1	265.3	308.4
Total	**378.1**	**354.2**	**97.7**	**328.9**	**426.6**

Appendix A-2: TBSRP AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2011 ($ Millions) Cont.

Contract	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of September 2011 see Note (1)	Estimated Costs not yet spent or Encumbered as of September 2011	Total Forecast as of September 2011
a	b	c	d	e	f = d + e
Oakland Touchdown					
Capital Outlay Support	74.4	108.9	87.2	30.0	117.2
Capital Outlay	283.8	339.0	208.7	125.2	333.9
Total	**358.2**	**447.9**	**295.9**	**155.2**	**451.1**
East Span Other Small Projects					
Capital Outlay Support	212.3	206.5	197.9	8.7	206.6
Capital Outlay	170.8	170.8	116.7	37.9	154.6
Total	**383.1**	**377.3**	**314.6**	**46.6**	**361.2**
Existing Bridge Demolition					
Capital Outlay Support	79.7	59.9	1.3	40.3	41.6
Capital Outlay	239.2	239.1	-	244.3	244.3
Total	**318.9**	**299.0**	**1.3**	**284.6**	**285.9**
Antioch Bridge					
Capital Outlay Support	-	31.0	14.5	14.0	28.5
Capital Outlay Support by BATA			6.2	-	6.2
Capital Outlay	-	70.0	25.7	25.5	51.2
Total	**-**	**101.0**	**46.4**	**39.5**	**85.9**
Dumbarton Bridge					
Capital Outlay Support	-	56.0	23.4	28.3	51.7
Capital Outlay Support by BATA			6.0	-	6.0
Capital Outlay	-	92.7	13.2	74.5	87.7
Total	-	**148.7**	**42.6**	**102.8**	**145.4**
Miscellaneous Program Costs	**30.0**	**30.0**	**25.5**	**4.5**	**30.0**
Total Capital Outlay Support	**1,463.2**	**1,758.7**	**1,532.6**	**330.3**	**1,862.9**
Total Capital Outlay	**6,321.8**	**7,015.5**	**5,720.6**	**1,320.7**	**7,041.3**
Program Total [1]	**7,785.0**	**8,774.2**	**7,253.2**	**1,651.0**	**8,904.2**

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 06/07.
(2). BSA provided a distribution of program contingency in December 2004 based in Bechtel Infrastructure Corporation input.
This Column is subject to revision upon completion of Department's risk assessment update.

(3) Total Capital Outlay Support includes program indirect costs.

[1] Figures may not sum up to totals due to rounding effects.

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2011 ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2011)	Cost to Date (09/2011)	Cost Forecast (09/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project						
East Span - SAS Superstructure						
Capital Outlay Support	214.6	160.9	375.5	343.4	474.4	98.9
Capital Outlay Construction	1,753.7	293.1	2,046.8	1,597.3	2,085.6	38.8
Total	**1,968.3**	**454.0**	**2,422.3**	**1,940.7**	**2,560.0**	**137.7**
SAS W2 Foundations						
Capital Outlay Support	10.0	(0.8)	9.2	9.2	9.2	-
Capital Outlay Construction	26.4	-	26.4	26.5	26.4	-
Total	**36.4**	**(0.8)**	**35.6**	**35.7**	**35.6**	**-**
YBI South/South Detour						
Capital Outlay Support	29.4	61.3	90.7	87.2	87.7	(3.0)
Capital Outlay Construction	131.9	360.9	492.8	465.9	482.8	(10.0)
Total	**161.3**	**422.2**	**583.5**	**553.1**	**570.5**	**(13.0)**
East Span - Skyway						
Capital Outlay Support	197.0	(15.8)	181.2	181.2	181.2	-
Capital Outlay Construction	1,293.0	(38.9)	1,254.1	1,237.1	1,245.2	(8.9)
Total	**1,490.0**	**(54.7)**	**1,435.3**	**1,418.3**	**1,426.4**	**(8.9)**
East Span - SAS E2/T1 Foundations						**-**
Capital Outlay Support	52.5	(24.1)	28.4	28.4	28.4	-
Capital Outlay Construction	313.5	(32.6)	280.9	274.8	278.6	(2.3)
Total	**366.0**	**(56.7)**	**309.3**	**303.2**	**307.0**	**(2.3)**
YBI Transition Structures (see notes below)						
Capital Outlay Support	78.7	27.7	106.4	53.2	118.2	11.8
Capital Outlay Construction	299.3	(51.5)	247.8	60.9	308.4	60.6
Total	**378.0**	**(23.8)**	**354.2**	**114.1**	**426.6**	**72.4**
*** YBI- Transition Structures**						
Capital Outlay Support			16.4	16.4	16.4	-
Capital Outlay Construction			-	-	-	-
Total			**16.4**	**16.4**	**16.4**	**-**
*** YBI- Transition Structures Contract No. 1**						
Capital Outlay Support			57.0	27.9	68.3	11.3
Capital Outlay Construction			185.5	60.9	226.8	41.3
Total			**242.5**	**88.8**	**295.1**	**52.6**
*** YBI- Transition Structures Contract No. 2**						
Capital Outlay Support			32.0	8.9	32.5	0.5
Capital Outlay Construction			59.0	-	78.3	19.3
Total			**91.0**	**8.9**	**110.8**	**19.8**
*** YBI- Transition Structures Contract No. 3 Landscape**						
Capital Outlay Support			1.0	-	1.0	-
Capital Outlay Construction			3.3	-	3.3	-
Total			**4.3**	**-**	**4.3**	**-**

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2011 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2011)	Cost to Date (09/2011)	Cost Forecast (09/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Oakland Touchdown (see notes below)						
Capital Outlay Support	74.4	34.5	108.9	87.1	117.2	8.3
Capital Outlay Construction	283.8	55.2	339.0	208.7	333.9	(5.1)
Total	**358.2**	**89.7**	**447.9**	**295.8**	**451.1**	**3.2**
*** OTD Prior-to-Split Costs**						
Capital Outlay Support			21.7	20.0	21.7	-
Capital Outlay Construction			-	-	-	-
Total			**21.7**	**20.0**	**21.7**	**-**
*** OTD Submarine Cable(1)**						
Capital Outlay Support			0.9	0.9	0.9	-
Capital Outlay Construction			9.6	5.7	9.6	-
Total			**10.5**	**6.6**	**10.5**	**-**
*** OTD No. 1 (Westbound)**						
Capital Outlay Support			47.3	51.0	51.4	4.1
Capital Outlay Construction			212.0	202.9	203.3	(8.7)
Total			**259.3**	**253.9**	**254.7**	**(4.6)**
*** OTD No. 2 (Eastbound)**						
Capital Outlay Support			22.5	11.9	27.7	5.2
Capital Outlay Construction			62.0	-	58.1	(3.9)
Total			**84.5**	**11.9**	**85.8**	**1.3**
*** OTD Touchdown 2 Detour(2)**						
Capital Outlay Support			15.0	2.6	14.0	(1.0)
Capital Outlay Construction			51.0	-	58.5	7.5
Total			**66.0**	**2.6**	**72.5**	**6.5**
*** OTD Electrical Systems**						
Capital Outlay Support			1.5	0.8	1.5	-
Capital Outlay Construction			4.4	-	4.4	-
Total			**5.9**	**0.8**	**5.9**	**-**
Existing Bridge Demolition						
Capital Outlay Support	79.7	(19.8)	59.9	1.0	41.6	(18.3)
Capital Outlay Construction	239.2	(0.1)	239.1	-	244.3	5.2
Total	**318.9**	**(19.9)**	**299.0**	**1.0**	**285.9**	**(13.1)**
*** Canteliver Section**						
Capital Outlay Support			-	-	15.0	
Capital Outlay Construction			-	-	61.4	
Total			**-**	**-**	**76.4**	
*** 504/288 Sections**						
Capital Outlay Support			-	1.0	26.6	
Capital Outlay Construction			-	-	182.9	
Total			**-**	**1.0**	**209.5**	
YBI/SAS Archeology						
Capital Outlay Support	1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction	1.1	-	1.1	1.1	1.1	-
Total	**2.2**	**-**	**2.2**	**2.2**	**2.2**	**-**

Appendix B: TBSRP (SFOBB East Span Only) AB 144/SB 66 Baseline Budget, Forecasts and Expenditures through September 30, 2011 ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2011)	Cost to Date (09/2011)	Cost Forecast (09/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
YBI - USCG Road Relocation						
Capital Outlay Support	3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction	3.0	-	3.0	2.8	3.0	-
Total	**6.0**	**-**	**6.0**	**5.5**	**6.0**	**-**
YBI - Substation and Viaduct						
Capital Outlay Support	6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction	11.6	-	11.6	11.3	11.6	-
Total	**18.1**	**-**	**18.1**	**17.7**	**18.1**	**-**
Oakland Geofill						**-**
Capital Outlay Support	2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction	8.2	-	8.2	8.2	8.2	-
Total	**10.7**	**-**	**10.7**	**10.7**	**10.7**	**-**
Pile Installation Demonstration Project						
Capital Outlay Support	1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction	9.3	-	9.3	9.2	9.3	-
Total	**11.1**	**-**	**11.1**	**11.0**	**11.1**	**-**
Stormwater Treatment Measures						
Capital Outlay Support	6.0	2.2	8.2	8.2	8.2	-
Capital Outlay Construction	15.0	3.3	18.3	16.8	18.3	-
Total	**21.0**	**5.5**	**26.5**	**25.0**	**26.5**	**-**
Right-of-Way and Environmental Mitigation						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay & Right-of-Way	72.4	-	72.4	51.7	80.4	8.0
Total	**72.4**	**-**	**72.4**	**51.7**	**80.4**	**8.0**
Sunk Cost - Existing East Span Retrofit						
Capital Outlay Support	39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction	30.8	-	30.8	30.8	30.8	-
Total	**70.3**	**-**	**70.3**	**70.3**	**70.3**	**-**
Other Capital Outlay Support						
Environmental Phase	97.7	-	97.7	97.8	97.7	-
Pre-Split Project Expenditures	44.9	-	44.9	44.9	44.9	-
Non-Project Specific Costs	20.0	(8.0)	12.0	3.2	12.0	-
Total	**162.6**	**(8.0)**	**154.6**	**145.9**	**154.6**	**-**
Subtotal Capital Outlay Support	**959.3**	**218.0**	**1,177.3**	**998.8**	**1,275.1**	**97.8**
Subtotal Capital Outlay Construction	**4,492.2**	**589.4**	**5,081.6**	**4,003.1**	**5,167.9**	**86.3**
Other Budgeted Capital	**35.1**	**(3.3)**	**31.8**	**0.7**	**7.7**	**(24.1)**
						-
Total SFOBB East Span Replacement Project	**5,486.6**	**804.1**	**6,290.7**	**5,002.6**	**6,450.7**	**160.0**

[1] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2011)	Cost to Date (09/2011)	Cost Forecast (09/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project						
New Bridge						
Capital Outlay Support						
BATA Funding	84.9	7.2	92.1	91.9	92.1	-
Non-Bata Funding	-	0.1	0.1	0.1	0.1	-
Subtotal	84.9	7.3	92.2	92.0	92.2	-
Capital Outlay Construction			-			-
BATA Funding	661.9	94.6	756.5	753.7	756.5	-
Non-Bata Funding	10.1	-	10.1	10.1	10.1	-
Subtotal	672.0	94.6	766.6	763.8	766.6	-
Total	**756.9**	**101.9**	**858.8**	**855.8**	**858.8**	**-**
I-680/I-780 Interchange Reconstruction						
Capital Outlay Support						
BATA Funding	24.9	5.2	30.1	30.1	30.1	-
Non-Bata Funding	1.4	5.2	6.6	6.3	6.6	-
Subtotal	26.3	10.4	36.7	36.4	36.7	-
Capital Outlay Construction						
BATA Funding	54.7	26.9	81.6	77.1	81.6	-
Non-Bata Funding	21.6	-	21.6	21.7	21.7	0.1
Subtotal	76.3	26.9	103.2	98.8	103.3	0.1
Total	**102.6**	**37.3**	**139.9**	**135.2**	**140.0**	**0.1**
I-680/Marina Vista Interchange Reconstruction						
Capital Outlay Support	18.3	1.9	20.2	20.2	20.2	-
Capital Outlay Construction	51.5	4.9	56.4	56.1	56.4	-
Total	**69.8**	**6.8**	**76.6**	**76.3**	**76.6**	**-**
New Toll Plaza and Administration Building						
Capital Outlay Support	11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction	24.3	2.0	26.3	25.1	26.3	-
Total	**36.2**	**5.8**	**42.0**	**40.8**	**42.0**	**-**
Existing Bridge & Interchange Modifications						
Capital Outlay Support						
BATA Funding	4.3	13.7	18.0	18.0	18.0	-
Non-Bata Funding	-	0.9	0.9	0.8	0.9	-
Subtotal	4.3	14.6	18.9	18.8	18.9	-
Capital Outlay Construction						
BATA Funding	17.2	32.8	50.0	37.2	50.0	-
Non-Bata Funding	-	9.5	9.5	-	9.5	-
Subtotal	17.2	42.3	59.5	37.2	59.5	-
Total	**21.5**	**56.9**	**78.4**	**56.0**	**78.4**	**-**
Other Contracts						
Capital Outlay Support	11.4	(0.9)	10.5	9.6	10.5	-
Capital Outlay Construction	20.3	3.3	23.6	18.5	23.6	-
Capital Outlay Right-of-Way	20.4	(0.1)	20.3	17.0	20.3	-
Total	**52.1**	**2.3**	**54.4**	**45.1**	**54.4**	**-**

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2011)	Cost to Date (09/2011)	Cost Forecast (09/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project continued...						
Subtotal BATA Capital Outlay Support	**155.7**	**30.9**	**186.6**	**185.5**	**186.6**	**-**
Subtotal BATA Capital Outlay Construction	**829.9**	**164.5**	**994.4**	**967.7**	**994.4**	**-**
Subtotal Capital Outlay Right-of-Way	**20.4**	**(0.1)**	**20.3**	**17.0**	**20.3**	**-**
Subtotal Non-BATA Capital Outlay Support	**1.4**	**6.2**	**7.6**	**7.2**	**7.6**	**-**
Subtotal Non-BATA Capital Outlay Construction	**31.7**	**9.5**	**41.2**	**31.8**	**41.3**	**0.1**
Project Reserves	**20.8**	**1.6**	**22.4**	**-**	**22.3**	**(0.1)**
Total New Benicia-Martinez Bridge Project	**1,059.9**	**212.6**	**1,272.5**	**1,209.2**	**1,272.5**	**-**
Notes:	**Includes EAs 00601_,00603_,00605_,00606_,00608_,00609_,0060A_,0060C_,0060E_, 0060F_,0060G_,0060H_, and all Project Right-of-Way**					
Carquinez Bridge Replacement Project						
New Bridge						
Capital Outlay Support	60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction	253.3	2.7	256.0	255.9	256.0	-
Total	**313.8**	**2.4**	**316.2**	**316.1**	**316.2**	**-**
Crockett Interchange Reconstruction						
Capital Outlay Support	32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction	73.9	(1.9)	72.0	71.9	72.0	-
Total	**105.9**	**(2.0)**	**103.9**	**103.8**	**103.9**	**-**
Existing 1927 Bridge Demolition						
Capital Outlay Support	16.1	(0.3)	15.8	15.8	15.8	-
Capital Outlay Construction	35.2	-	35.2	34.8	35.2	-
Total	**51.3**	**(0.3)**	**51.0**	**50.6**	**51.0**	**-**
Other Contracts						
Capital Outlay Support	15.8	0.9	16.7	16.5	16.7	-
Capital Outlay Construction	18.8	(1.2)	17.6	16.4	17.6	-
Capital Outlay Right-of-Way	10.5	(0.1)	10.4	9.9	10.4	-
Total	**45.1**	**(0.4)**	**44.7**	**42.8**	**44.7**	**-**
Subtotal BATA Capital Outlay Support	**124.4**	**0.2**	**124.6**	**124.4**	**124.6**	**-**
Subtotal BATA Capital Outlay Construction	**381.2**	**(0.4)**	**380.8**	**379.0**	**380.8**	**-**
Subtotal Capital Outlay Right-of-Way	**10.5**	**(0.1)**	**10.4**	**9.9**	**10.4**	**-**
Project Reserves	**12.1**	**(9.7)**	**2.4**	**-**	**2.4**	**-**
Total Carquinez Bridge Replacement Project [1]	**528.2**	**(10.0)**	**518.2**	**513.3**	**518.2**	**-**
Notes	**Other Contracts include EAs 01301_,01302_,01303_,01304_,01305_,01306_,01307_,01308_,01309_,0130A_,0130C_,0130D_,0130F_,0130G_,0130H_,0130J_,00453_,00493_,04700_,00607_,2A270_,and 29920_ and all Project Right-of-Way**					

[1] Figures may not sum up to totals due to rounding effects.

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2011)	Cost to Date (09/2011)	Cost Forecast (09/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle. Fender, and Deck Joint Rehabilitation						
Capital Outlay Support						
BATA Funding	2.2	(0.8)	1.4	1.4	1.4	-
Non-BATA Funding	8.6	1.8	10.4	10.4	10.4	-
Subtotal	10.8	1.0	11.8	11.8	11.8	-
Capital Outlay Construction						
BATA Funding	40.2	(6.8)	33.4	33.3	33.4	-
Non-BATA Funding	51.1	-	51.1	51.1	51.1	-
Subtotal	91.3	(6.8)	84.5	84.4	84.5	-
Project Reserves	-	0.8	0.8	-	0.8	-
Total	**102.1**	**(5.0)**	**97.1**	**96.2**	**97.1**	**-**
Richmond-San Rafael Bridge Deck Overlay Rehabilitation						
Capital Outlay Support						
BATA Funding	4.0	(0.7)	3.3	3.3	3.3	-
Non-BATA Funding	4.0	(4.0)	-	-	-	-
Subtotal	8.0	(4.7)	3.3	3.3	3.3	-
Capital Outlay Construction	16.9	(0.6)	16.3	16.3	16.3	-
Project Reserves	0.1	0.3	0.4	-	0.4	-
Total	**25.0**	**(5.0)**	**20.0**	**19.6**	**20.0**	**-**
Richmond Parkway Project (RM 1 Share Only)						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	5.9	-	5.9	4.3	5.9	-
Total	**5.9**	**-**	**5.9**	**4.3**	**5.9**	**-**
San Mateo-Hayward Bridge Widening						
Capital Outlay Support	34.6	(0.5)	34.1	34.1	34.1	-
Capital Outlay Construction	180.2	(6.1)	174.1	174.1	174.1	-
Capital Outlay Right-of-Way	1.5	(0.9)	0.6	0.5	0.6	-
Project Reserves	1.5	(0.5)	1.0	-	1.0	-
Total	**217.8**	**(8.0)**	**209.8**	**208.7**	**209.8**	**-**
I-880/SR-92 Interchange Reconstruction						
Capital Outlay Support	28.8	35.8	64.6	60.9	64.6	-
Capital Outlay Construction						
BATA Funding	85.2	68.4	153.6	145.3	153.6	-
Non-BATA Funding	9.6	-	9.6	-	9.6	-
Subtotal	94.8	68.4	163.2	145.3	163.2	-
Capital Outlay Right-of-Way	9.9	7.3	17.2	14.6	17.2	-
Project Reserves	0.3	(0.3)	-	-	-	-
Total	**133.8**	**111.2**	**245.0**	**220.8**	**245.0**	**-**
Bayfront Expressway Widening						
Capital Outlay Support	8.6	(0.2)	8.4	8.4	8.4	-
Capital Outlay Construction	26.5	(1.5)	25.0	24.9	25.0	-
Capital Outlay Right-of-Way	0.2	-	0.2	0.2	0.2	-
Project Reserves	0.8	(0.3)	0.5	-	0.5	-
Total	**36.1**	**(2.0)**	**34.1**	**33.5**	**34.1**	**-**

Appendix C: Regional Measure 1 Program Cost Detail ($ Millions) Cont.

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2011)	Cost to Date (09/2011)	Cost Forecast (09/2011)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
US 101/University Avenue Interchange Modification						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay Construction	3.8	-	3.8	3.7	3.8	-
Total	**3.8**	**-**	**3.8**	**3.7**	**3.8**	**-**
Subtotal BATA Capital Outlay Support	**358.3**	**64.7**	**423.0**	**418.0**	**423.0**	**-**
Subtotal BATA Capital Outlay Construction	**1,569.8**	**217.5**	**1,787.3**	**1,748.6**	**1,787.3**	**-**
Subtotal Capital Outlay Right-of-Way	**42.5**	**6.2**	**48.7**	**42.2**	**48.7**	**-**
Subtotal Non-BATA Capital Outlay Support	**14.0**	**4.0**	**18.0**	**17.6**	**18.0**	**-**
Subtotal Non-BATA Capital Outlay Construction	**92.4**	**9.5**	**101.9**	**82.9**	**102.0**	**0.1**
Project Reserves	**35.6**	**(8.1)**	**27.5**	**-**	**27.4**	**(0.1)**
Total RM1 Program	**2,112.6**	**293.8**	**2,406.4**	**2,309.3**	**2,406.4**	**-**

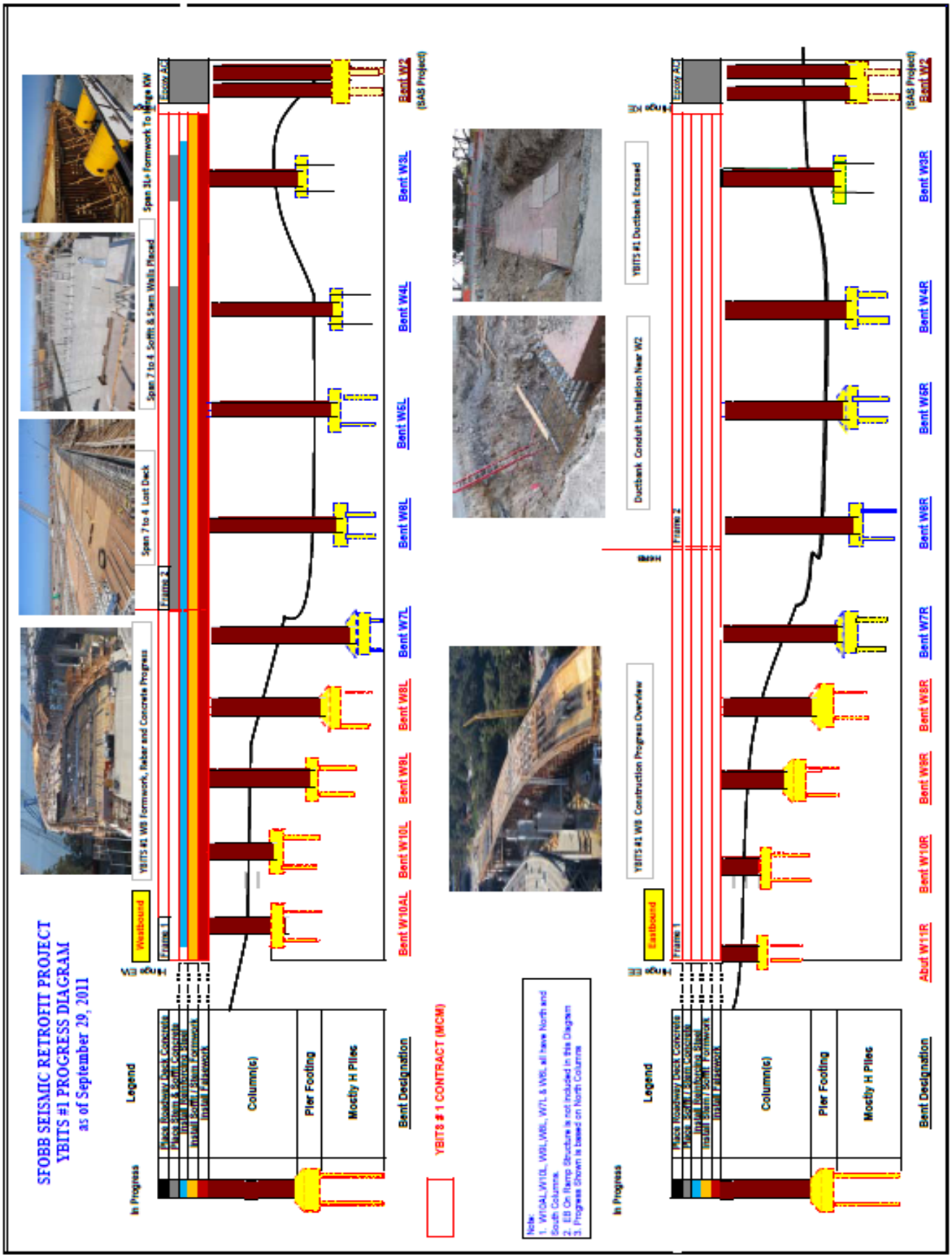
Notes:

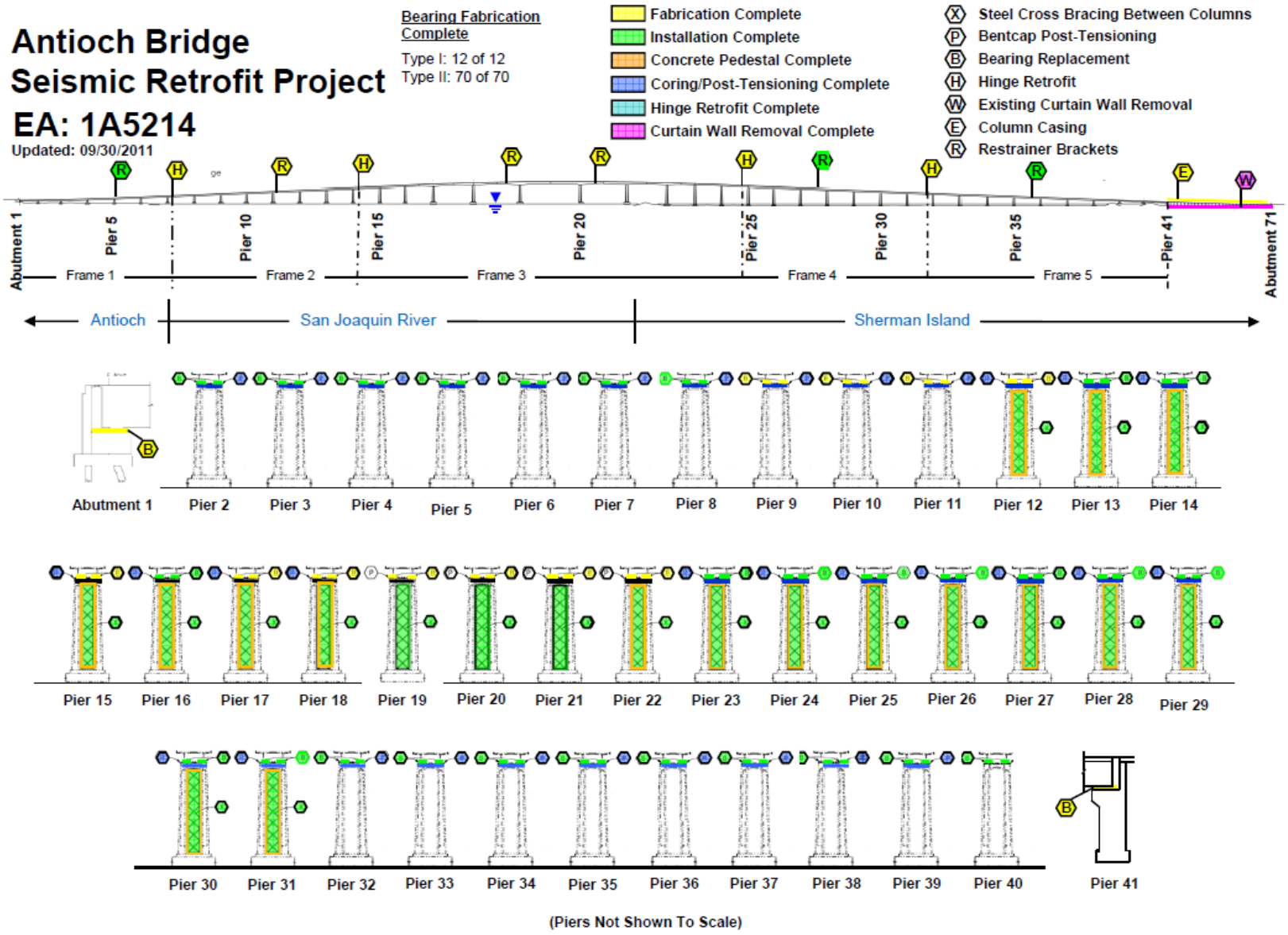
1 Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRP Expenses for EA 0438U_ and 04157_

2 San Mateo-Hayward Bridge Widening includes EAs 00305_,04501_,04503_,04504_, 04504_,04505_,04506_,04507_,04508_,04509_,27740_,27790_,04860_

The Self-Anchored Suspension Bridge Tower Catwalk in the San Francisco Fog

Appendix D: Progress Diagrams
Yerba Buena Island Transition Structures




Antioch Bridge
Seismic Retrofit Project
EA: 1A5214
Updated: 09/30/2011
Bearing Fabrication Complete
Type I: 12 of 12
Type II: 70 of 70
Fabrication Complete
Installation Complete
Concrete Pedestal Complete
Coring/Post-Tensioning Complete
Hinge Retrofit Complete
Curtain Wall Removal Complete
X Steel Cross Bracing Between Columns
P Bentcap Post-Tensioning
B Bearing Replacement
H Hinge Retrofit
W Existing Curtain Wall Removal
E Column Casing
R Restrainer Brackets
Abutment 1
Pier 5
Pier 10
Pier 15
Pier 20
Pier 25
Pier 30
Pier 35
Pier 41
Abutment 71
Frame 1
Frame 2
Frame 3
Frame 4
Frame 5
Antioch
San Joaquin River
Sherman Island
Abutment 1
Pier 2
Pier 3
Pier 4
Pier 5
Pier 6
Pier 7
Pier 8
Pier 9
Pier 10
Pier 11
Pier 12
Pier 13
Pier 14
Pier 15
Pier 16
Pier 17
Pier 18
Pier 19
Pier 20
Pier 21
Pier 22
Pier 23
Pier 24
Pier 25
Pier 26
Pier 27
Pier 28
Pier 29
Pier 30
Pier 31
Pier 32
Pier 33
Pier 34
Pier 35
Pier 36
Pier 37
Pier 38
Pier 39
Pier 40
Pier 41
(Piers Not Shown To Scale)

Dumbarton Bridge Seismic Retrofit Project
EA: 04-1A5224

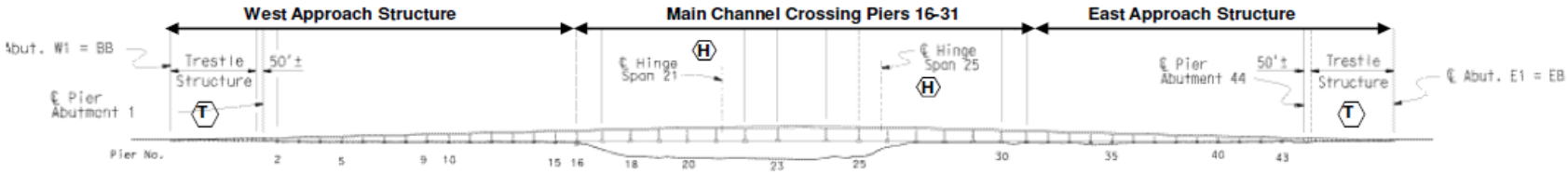
Updated: 6/3/2011

- Abutment Retrofit Complete
- Footing Overlay Complete
- Pier Cap Retrofit Complete
- Hinge Retrofit Complete
- Isolation Bearing Complete
- Steel Cross Frame Complete
- Trestle Piles Complete
- Trestle Bent Caps Complete
- Trestle Columns Complete
- Temp Platforms Installed

Bearing Fabrication Status

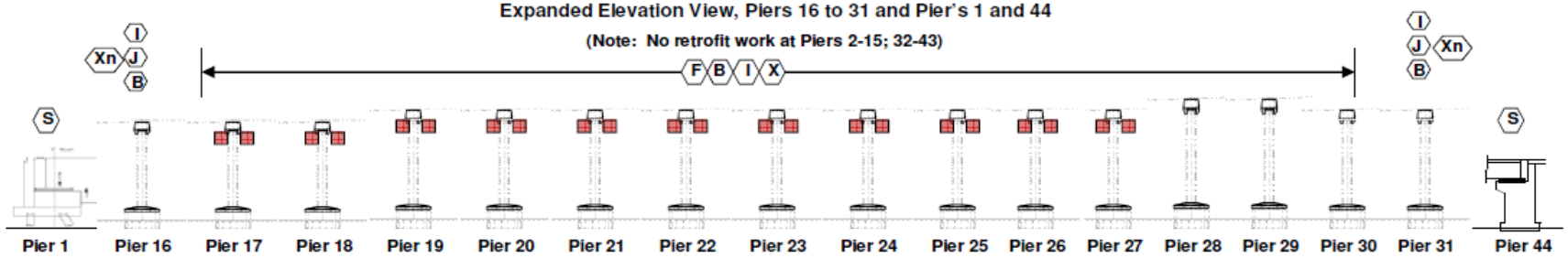
Bearings: 0 of 96

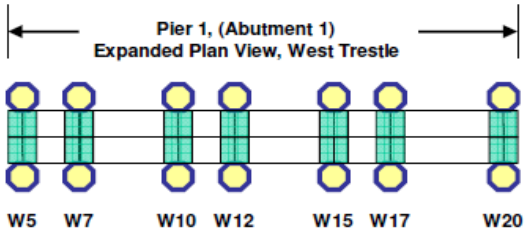
- (S) Backwall Seat Retrofit
- (T) Trestle Retrofit
- (Xn) New Steel Cross Frame
- (B) Pier Cap Retrofit
- (F) Footing Overlay
- (I) Isolation Bearing
- (X) Steel Cross Frame Retrofit
- (H) Hinge Retrofit
- (J) Seismic Joint

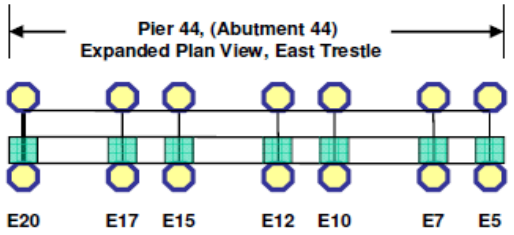


Expanded Elevation View, Piers 16 to 31 and Pier's 1 and 44

(Note: No retrofit work at Piers 2-15; 32-43)







(Piers Not Shown To Scale)

Overview of Yerba Buena Island Transition Structure #1 Westbound Construction in Progress

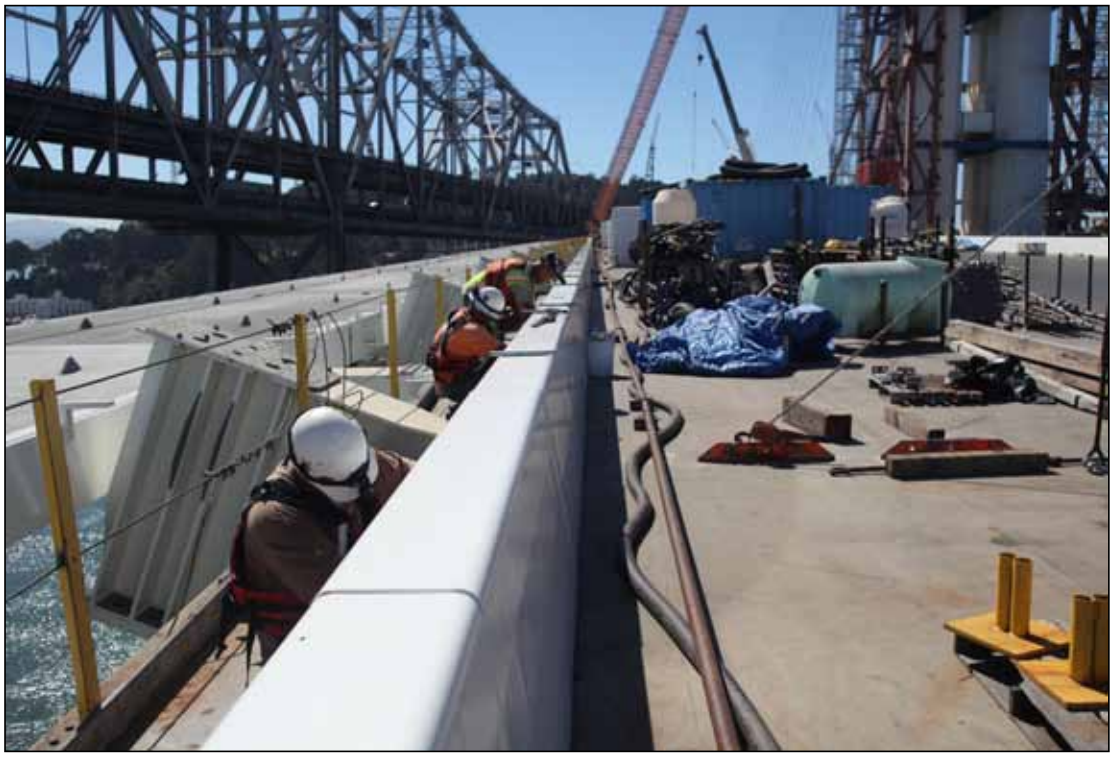
Project Photos

Appendix E: Project Progress Photographs

Self-Anchored Suspension Bridge Field Work

Drilling HOles at I-Beam for Support at the Tower Grillage

Test of PWS Cables in Place above the Deviation Saddle



Conduits Installation on Eastbound Roadway

Grinding the Edge of Floorbeam Plate

Torquing E2W Bearings underneath the Roadway Deck of the Self-Anchored Suspension Bridge

spension Bridge Roadway Box Being Placed

Appendix E: Project Progress Photographs

92/880 Interchange

Aerial of Recently Completed 92/880 Interchange Looking West

Aerial of Recently Completed 92/880 Interchange Nearing Completion Looking East

Aerial of Recently Completed SR 92/880 Interchange Looking North

Aerial of RecentlyCompleted SR 92/880 Interchange Looking North

Appendix E: Project Progress Photographs

Antioch Bridge

Antioch Bridge -Sherman Island Piers Required a Temporary Construction Access Road Due to Soft Underlying Soils and Agricultural Flooding of Fields during Summer Months (Upper Photos Show Temporary Access Road in the Flooded and Dry Conditions)

Appendix E: Project Progress Photographs

Dumbarton Bridge

Dumbarton Bridge - Core Drilling of Bent Caps for Addition of Reinforcing Steel

Dumbarton Bridge - Wall Being Cast for Pump Station

Appendix E: Project Progress Photographs

Westbound Oakland Detour

Strap Beam Formed for Bents 30, 31 and 32

Footing Forms, Piles and Rock Base for Bent 34 and Footing Excavation for Bent 35

Lead Abatement for Bent 34 Structural Steel

Strap Beam Form and Rebar for Installed Bent 31

Aerial View of the Newly Opened Eastbound Oakland Detour with the EBMUD Outfall Crossing Structure on the right, the Relocated Clear Channel Sign and the Westbound Oakland Detour under Construction

Appendix E: Project Progress Photographs

Yerba Buena Island Transition Structure #1 Westbound

Yerba Buena Island Transition Structures #1 Westbound Formwork Looking West

Hinge K Interface between the Self-Anchored Suspension Bridge and and Yerba Buena Island Transition Structure #1 Westbound

Yerba Buena Island Transition Structures #1 Westbound Falsework Looking West

Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

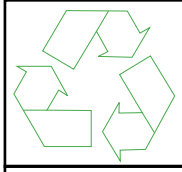
BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

% COMPLETE: % Complete is based on an evaluation of progress on the project, expenditures to date, and schedule.



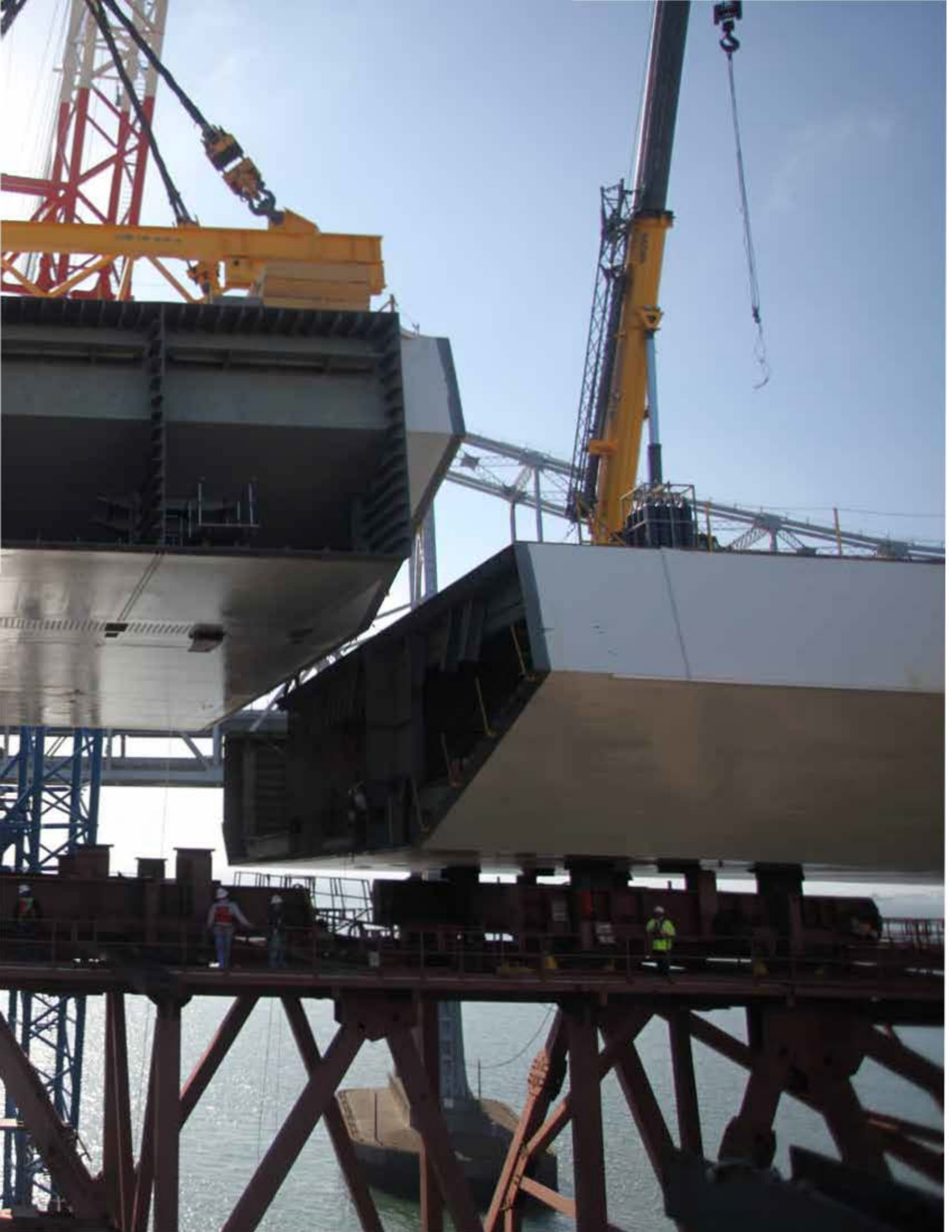
100% Recyclable

This document, including the coil binding, is 100% recyclable

The information in this report is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production is $1,574,873.73.

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott Macdonald

The San Francisco-Oakland Bay Bridge's Self-Anchored Suspension Bridge with Shear-Leg Crane Barge Hoisting the Second to Last Roadway Box to Complete the Self-Anchored Suspension Bridge Roadway



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** October 26, 2011

FR: Peter Lee, Senior Transportation Engineer, BATA

RE: Agenda No. - 4a

Item- Program Issues

East Span Salvage

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:

In May 2000, a Memorandum of Agreement (MOA) was executed among the Federal Highway Administration, the United States Coast Guard, the California State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the California Department of Transportation for the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project. Among the number of stipulations listed in the MOA as mitigation of the effects on the existing bridge and nearby historic properties was the opportunity to salvage "select components the bridge for curation, display, and other appropriate use."

Currently, with the new bridge scheduled to open in 2013, Caltrans is preparing contract documents for the demolition of the old bridge. In general and aside from stipulations in the MOA, the current demolition plans and environmental document calls for removal of the existing bridge to several feet below grade or mud-line. The demolition work was addressed under the original Environmental Impact Statement (EIS) as well as the various permits issued for the project. Most of these documents were originally finalized in 2001. Since 2001, more detailed information has become known about the demolition and changes in the environment and law have occurred that require, at a minimum, reevaluation of the EIS and amendments to existing

permits. The more refined information is in regard to refined estimates of quantities of fill for temporary demolition pilings, use of cofferdams, and possible use of expansive grout for removal of concrete. Changes in law and the environment include newly listed fish species under state and federal endangered species.

In meeting the salvage and curation stipulations of the MOA, Caltrans has been meeting with various parties, including the Oakland Museum and other constituencies. While many small pieces of the bridge have been identified for salvage, including plaques, markers, and unique elements of the bridge. Recently, additional salvage concepts have been proposed that may fall outsides those contemplated with the MOA, including salvage and reuse of large components of the existing bridge.

These concepts may be defined as changes to the historic "setting" as it is defined under the National Historic Preservation Act and section 4f of the current federal transportation act which could trigger further evaluation. The Toll Bridge Program Oversight Committee could request to discuss these concepts with the appropriate regulatory agencies to explore their feasibility as part of the seismic retrofit project or as potential stand-alone projects.

Concept 1 – E1 Reuse on Yerba Buena Island

Pier E1 is the large concrete support constructed into the hillside that ties down the cantilever main span structure on Yerba Buena Island. The support is massive and abuts so closely to the new Self Anchored Suspension Span that the pedestrian/bicycle pathway that attaches to the new bridge cannot be installed until removal of the cantilever span and at least portions of the E1 pier.

The closeness of the Pier E1 to the new span has generated several reuse concepts reusing most (E1 Alt #1) or a lesser portion of the pier (E1 Alt #2) to provide a public viewing platform. The current plan calls for removal of the pier to 2 feet below grade, though conforming the grade and landscaping will be difficult due to the steep slopes in the area (E1 Alt #3). The alternatives are shown below:

E1 Alternative #1 - Reuse E1 at Pathway Level

Alternative #1 would retain most of the pier for use as a viewing platform with elevated views of the SAS, Oakland and Yerba Buena Island. This alternative was not contemplated as part of original environmental review and is not currently a part of the reevaluation. There are concerns with the visual and historical resource impacts of keeping the pier in this context. It is estimated that there would be cost savings of $4~5 million for this alternative.

E1 Alternative #2 - Reuse E1 at Grade Level

Alternative #2 would cutoff the pier several feet above the top of the hill and beneath the new bridge for use as a viewing platform with views of the SAS, Oakland and

Yerba Buena Island. This lower alternative would be retain the historic footprint and form of E1 This alternative was not contemplated as part of original environmental review and is not currently a part of the reevaluation. There are concerns with the historical resource impacts of keeping the pier in this context. There estimated cost savings of $1~3? million for this alternative.

E1 Alternative #3 - Remove 3 feet below grade

Alternative #3 is as per current environmental documentation and reevaluation. Final landscaping and grading over of the site could be difficult due to steep slope in area (approximately 1:1) that may require retaining walls or other mechanical means of slope stabilization.

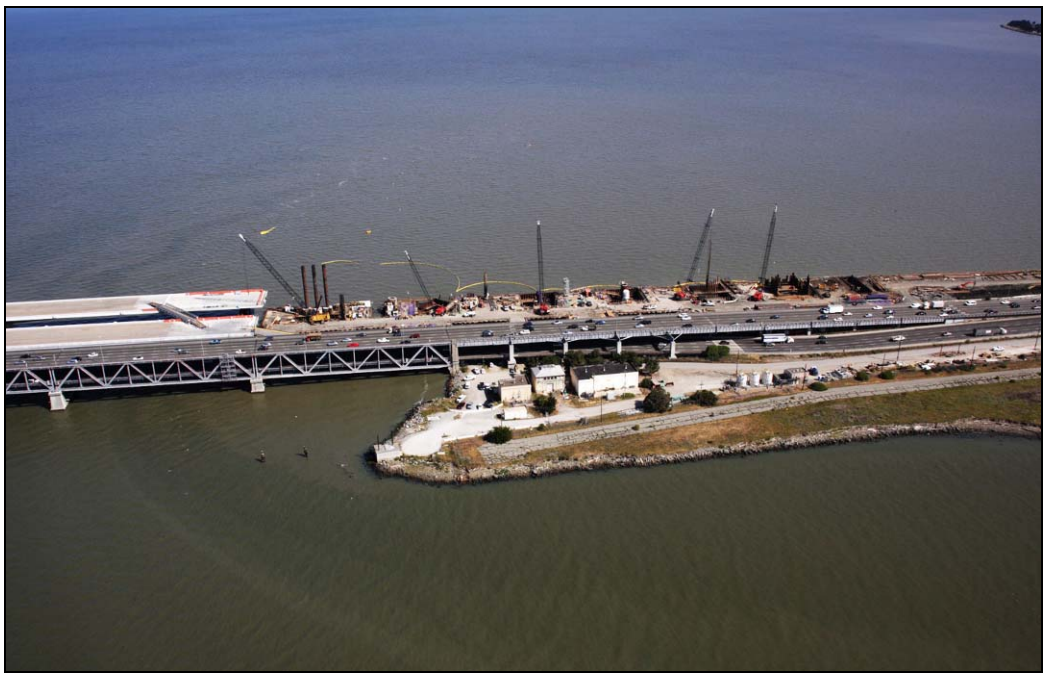
Concept 2 – East End Shallow Water Pier Reuse

The Bay Conservation and Development Commission (BCDC) project permit includes a requirement to establish an artificial island north of the bridge for use as a bird sanctuary. Caltrans shall:

> "Construct shorebird roosting habitat north of the Oakland Touchdown area by placing 734 cubic yards of 1-ton rock approximately 200 feet offshore of the Oakland Touchdown to a height of 6.5 feet NGVD. The roosting island will result in a footprint of 4,047 square feet area of Bay fill and will provide 500 square feet of shorebird roosting habitat about Mean Sea Level."

As noted above, the permit island habitat is proposed to be constructed simply out of 1-ton rock without any mention of additional support. Given the soil conditions in the area, the island would sink over time into the mud without pile support.

Staff has proposed a concept to reuse one or more of the shallow water piers at Oakland end of the existing bridge as the roosting habitat. By reusing an existing pier(s), additional pile driving and fill impacts to the bay could be avoided while providing a permanent roosting habitat. The piers could be kept as-is and serve as historical markers of the old bridge or be modified to support rip rap. It should be noted that birds have been roosting on the original Bay Bridge for years, including the one of the largest colonies of Double breasted Cormorants. The pier(s) would be viewable from the proposed Gateway Park, but would require a permit change to move the habitat from the north side of the bridge to the south side.



Construction Photo of Existing Oakland Touchdown Piers

Concept 3 - Gateway Park

Over 10 years ago, a unique opportunity was presented to create a park that would provide a memorable gateway to Oakland at the point where the new bridge touches down in the East Bay. The park would enhance the entry to Oakland and the East Bay, and offer an unprecedented way to experience the Bay and the new bridge.

Representatives of nine agencies are currently working to explore the possibilities of a new park for local residents, commuters, businesses, international travelers, environmentalists, boaters, cyclists, and others and welcome the community as partners in planning how Gateway Park may benefit the health, economic vitality and quality of life for everyone in the region.

Work on park concepts have explored thus far how best to nurture a natural setting, serve the area workers and West Oakland, and enhance the Bay Trail experience. Among the possibilities:

1. Restore the industrial area to its natural beauty and generate new wetland areas
2. Create trails linking all of Oakland to the park and the future Bay Bridge bike and pedestrian experience
3. Offer self-guided exploration or a museum to celebrate West Oakland's and the Bay Area's rich heritage in transportation, engineering, military, and maritime

To date, the community has responded with enthusiasm and creativity. The pivotal position of Gateway Park in the Regional Setting offers the potential for creating a powerful visual and open space landmark, which for its success must overcome tremendous challenges in terms of access and clarity of arrival.

In particular, the Gateway Park area is rich in local and regional history, as the setting of both the old and new Bay Bridges, with three designated historic landmark buildings and a legacy of transit stemming from the Key System. Reuse opportunities for the three historic buildings and large salvaged sections of bridge in the area will naturally depend upon the program of uses for Gateway Park and the most advantageous locations for those uses. At the present the opportunities are seen to include:

The Interurban Electric Railway Bridge Yard Shop (IERBYS) Building

Originally built in 1938 to service railway cars, the steel frame "saw tooth" building offers open span space for a wide variety of potential uses and potential exhibits including use as a visitor center with facilities for equipment rental or exhibition space, or museum.

Key Pier Substation

Built in 1926, this concrete building originally served as the substation for the Key Railway System, supplying power to the streetcars that served Oakland. The open interior, lit by a skylight and high windows, is well suited to people-oriented uses and might offer excellent views into the Park or to the water. Among potential uses are a café, gift shop, or visitor's center.

Caltrans Substation

The newest of the three buildings, the Caltrans Substation was built in 1939 to serve and is used as an electrical substation. Due to its concrete construction and adjacency to the Key System Substation, the building could potentially be reused as a support or storage space for a gallery or equipment rental facility.

Bridge Salvage

Given the importance of the Bay Bridge in regional and national transportation, sections of the existing east span could be salvaged and repurposed as art, pedestrian structures, or interpretive displays of engineering (see attached letter from Friends of the Gateway/ FOG).

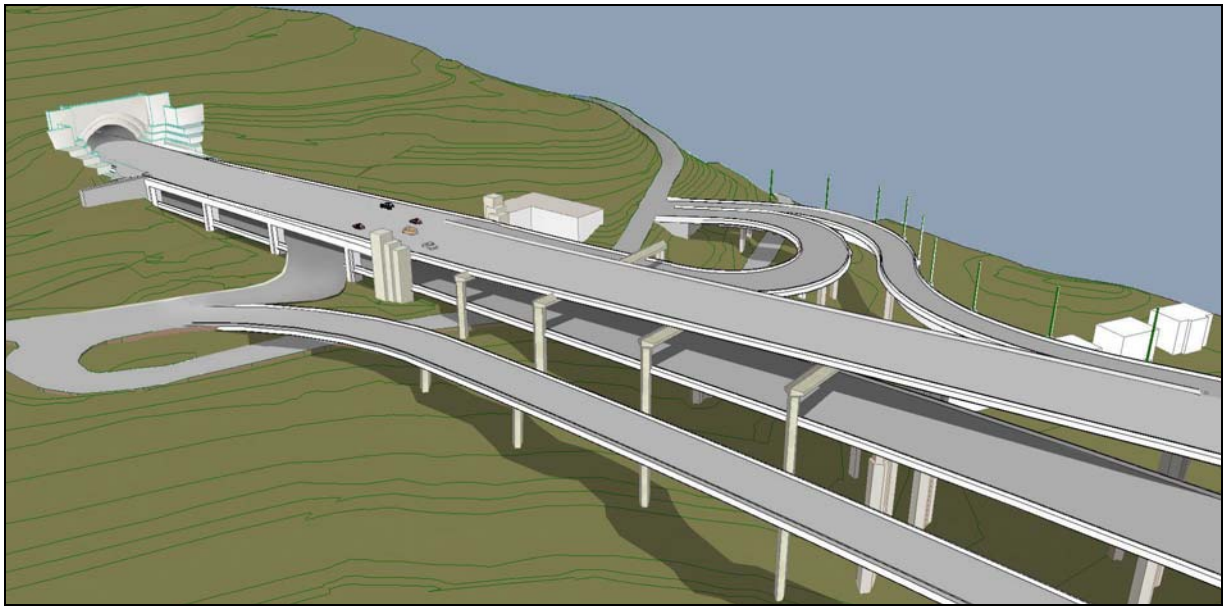
Preliminary Gateway Park Concept Layout

Preliminary Gateway Park Concept Simulation

Concept 4 – Yerba Buena Island Architectural Update

As the new bridge inches towards completion, the lead architects on the project have continued to refine the design and how the new bridge will mesh with the surrounding environment. Inherent in the design of the new east span is the constant demand to meld disparate structural forms into one cohesive architectural solution. The placing of "bridgeheads" at the interface of the old and new bridge forms from the self anchored suspension span to the Yerba Buena Island transition structures and tunnel achieves this end. The bridgeheads serve as a transitional form between the new modern steel structural cross-section of the roadway to the east and the old heavy and massive concrete form of the viaduct and tunnel structure to the west. They also serve as a gateway to the west as one approaches the tunnel, and are reminiscent of the historic concrete bridge sections and piers that once existed at this location. To further refine their form, the bridgeheads are shaped and colored in a way that refers to the strong geometry and art deco form and color of the Yerba Buena Island tunnel portal.

Landscape architects have also proposed enhancing entrance to the tunnel with the addition of architectural lighting at the tunnel portal. Illumination of the tunnel portal would further highlight strong geometry and art deco form and color of the Yerba Buena Island tunnel portal.



Artist Rendition of Bridgehead Concept

Simulation of Bridgehead Concept

FRIENDS OF THE GATEWAY

To: Toll Bridge Program Oversight Committee (TBPOC)
Steve Heminger, Executive Director, Bay Area Toll Authority
Bimla Rhinehart, Executive Director, California Transportation Commission
Malcolm Dougherty, Director, California Department of Transportation

October 5, 2011

Dear Mr. Heminger, Ms. Rhinehart, and Director Dougherty:

We are writing on behalf of the Friends of the Gateway (FOG) to encourage you to salvage significant components of the San Francisco-Oakland Bay Bridge. We believe that iconic pieces can be successfully incorporated into Bay Area public spaces in ways that enhance the public's understanding of the region's history and foster an awareness of the old and new bridges' roles in forging Bay Area transit and social connections, all while providing exciting new public amenities.

Friends of the Gateway (FOG) formed over the past year to advocate for a dynamic, arts-based public space at the Oakland foot of the new East Span. FOG now has more than 200 members, as well as Steering, Advisory and Bridge Reuse Committees willing to provide expertise and support for undertaking a *Call for Concepts* for creative reuse of sections, pieces and parts of the old East Span.

We understand there is a Memorandum of Agreement -- among the California State Historic Preservation Office, the Advisory Council on Historic Preservation, the Federal Highway Administration, and the United States Coast Guard -- for mitigation of the loss of the 1936 San Francisco-Oakland Bay Bridge East Span that includes offering salvaged components of the bridge to interested local parties for curation, display, or other appropriate use.

In line with our commitment to an arts-based public space associated with the new bridge, FOG is excited that bridge components may stay in our community, and we are eager to engage Bay Area creative thinkers in the development of compelling concepts for reuse of bridge components that would otherwise be sold for scrap. The attached draft Call for Concepts outlines our thoughts. We would welcome your comments and endorsement for this project.

We look forward to continuing to work with the Toll Bridge Program Oversight Committee and the Gateway Park Working Group in the conceptualization and

development of a world-class park and creative destination associated with the new East Span of the San Francisco-Oakland Bay Bridge.

Sincerely,

Leslie Pritchett
Co-Director, Friends of the Gateway
leslie@friendsofthegateway.org
415.378.4444

Mark Sinclair
Principal, Degenkolb Engineers
Steering Committee Member, Friends of the Gateway

Blaine Merker
Principal, Rebar Art and Design Studio
Steering Committee Member, Friends of the Gateway

Attachments:

- Proposed *Call for Concepts*
- FOG Informational Material
- FOG Steering and Advisory Committee Members

CC:
Mike Anderson, Assistant General Manager, East Bay Regional Parks District
Tony Anziano, Program Manager, Toll Bridge Program, California Department of Transportation
Andrew Fremier, Deputy Director, Bay Area Toll Authority
Stephen Maller, Deputy Director, California Transportation Commission
Brian Maroney, Deputy Program Manager for the Toll Bridge Program, California Department of Transportation
Lissa McKee, District 4 Cultural Resources, California Department of Transportation
Jenan Saunders, Deputy State Historic Preservation Officer, California State Historic Preservation Office
Bijan Sartipi, District 4 Director, California Department of Transportation
Ken Terpstra, Bay Bridge Project Manager, California Department of Transportation

FRIENDS OF THE GATEWAY

Proposed *Call for Concepts*
Creative Reuse of the Historic East Span of the Bay Bridge

Friends of the Gateway: Bridge Reuse Committee

Ila Berman – Director of Architecture, California College of the Arts
Chris Guillard – Partner, CMG Site Landscape Architecture
Jess Hobbs – Co-Director, Flux Foundation
Liz Ogbu – Fellow, IDEO Design and Innovation Consulting
Blaine Merker – Principal, Rebar Art and Design Studio
Leslie Pritchett – Co-Director, Friends of the Gateway
Mark Sinclair – Principal Engineer, Degenkolb Engineers

Background

Friends of the Gateway (FOG) is a nonprofit group seeking to support an arts-based vision for the development of the new Gateway Park at the touchdown of the East Span of the Bay Bridge in Oakland. FOG has been gathering relevant information and evaluating approaches for managing a *Call for Concepts* for potential creative reuse of sections, pieces and parts of the old East Span scheduled to be demolished beginning in 2013. It is our understanding that plans are well underway for establishing the criteria for bridge demolition contracts, which lends urgency to the consideration of the question of salvage and reuse.

FOG's distinguished Bridge Reuse Committee is proposing to define and manage a *Call for Concepts* program that would elicit relevant, successful, and inspiring ideas reuse in defined public spaces. The call would not assume that selected proposals would be built, rather that they would become part of an exhibition and a published set of ideas, some of which could then be evaluated for cost and viability.

Members of FOG's Bridge Reuse Committee have met with members of the Caltrans Bay Bridge team to begin to outline the engineering constraints associated with potential reuse of pieces of the old East Span, and detailed drafts notes from that preliminary meeting have been submitted to Caltrans for review.

1. Major Sections
Under preliminary discussion are opportunities for salvaging larger sections (such as one of the 504' sections) for reuse as an occupiable space or as a major architectural feature. Major pieces of the bridge present opportunities for some

of the most exciting potential reuse proposals—retaining identifiable, iconic, and monumental components. These large sections also present the most complexity in terms of the marginal cost of demolition, storage, lead abatement, design and reconstruction.

2. Intermediate-sized Pieces

Also identified were a number of specific, interesting pieces of intermediate size (such at the portal sections of the 504's) that would lend themselves to effective and interesting reuse in a public context.

3. Smaller Parts

The bridge is made up primarily of five repeating parts: plate, angle, rivets, wire, and eyebars. These and other repeating parts lend themselves to a myriad of uses which could celebrate the bridge while being reconfigured in ways that reinterpret it's history, becoming components of conceptual sculptural works, or functional pieces such as benches, bus shelters or wayfinding elements.

Two-Part *Call for Concepts*

The proposed bi-furcated call assumes that the demolition contract will be let in two stages allowing sufficient time for credible concepts for reuse of larger sections of the bridge to be developed.

Part I: Call for Creative Reuse Concepts: Pieces and Parts

FOG would manage an open call for creative reuse concepts for smaller and repeating parts allowing for broad participation by members of varied creative communities. A selection committee would review and identify the strongest concepts from among those submitted for inclusion in a final exhibition.

Part II: Architectural Call for Concepts: 504's, 288's and Major Components

Because of the complexity involved with working with larger and structural elements, FOG proposes to manage a two-staged call. Any individual or group may submit a Letter of Interest (LOI) in this case, but the selection committee would then identify capable candidates from among this pool who would then be invited to submit a more refined proposal.

Timeline

From approval to proceed through final exhibition, the proposed *Call for Concepts* would require six to eight months.

In a few years, where the new Bay Bridge touches down in Oakland, as many as 200 acres of land will open as a new public space. FOG wants this place to become a new creative commons, a vibrant arts destination for the people of the Bay Area and beyond.

What is FOG?

Friends of the Gateway (FOG) is an expanding community of innovators and artists who champion the creation of a unique public space in Oakland, at the foot of the new Bay Bridge. Using the arts as the organizing principle, we envision a space that fosters economic and community development while it celebrates the site's infrastructure and the industrial setting, creating a vibrant regional asset and international destination.

The Gateway Site

As the new East Span of the Bay Bridge nears completion, plans are forming for a park at the eastern touchdown point of the bridge, across from the Port of Oakland. This space – dubbed The Gateway – offers a once-in-a-lifetime opportunity to create a hub of arts-based social and economic activity. Imagine a metamorphosis akin to that created by Millennium Park in Chicago or the High Line in New York, where forgotten urban features were transformed by the arts into visionary public spaces.

Bay Area Industrial Arts Movement

The Bay Area is the international epicenter of an industrial arts movement, through which art-making is transforming from an individual creative enterprise to a communal practice. The Gateway as a new creative commons could catalyze the existing community and draw artists from around the world to showcase their work.

The Gateway – FOG's Vision

We believe there is a natural junction where engineering, infrastructure, landscape and art converge. The Gateway is the ideal location to celebrate this convergence. An overarching arts mission can weave these components together into a dynamic, world-class park. Art can help fuel the economy, build communities, and educate and enrich lives. It can tell the story of place, create engaging public spaces, and bring forward important issues of ecology, site use, and history. The Gateway can be a vibrant nexus of art that explores the relationships between place, structure, and creative innovation: the Bay Area's new Creative Commons.

FOG's Concepts for The Gateway

Inspired by examples from around the world where urban and industrial spaces have become places for commerce, play, learning, and rich creative expression, FOG has generated eight concrete concepts as examples of potential arts-based programming for The Gateway:

1. Artists in Residency: A Workshop in the Public Eye

The Bay Area has an existing network of creation and exhibition spaces for monumental artwork. The Gateway could become the focal point for all this activity by creating an artist in residence program that could be a workshop in the public eye. Artists from the Bay Area and around the world would be invited to create monumental artworks, and the general public would be invited to watch, and participate in, the process.



2. Art Works! Economic Opportunities

New ongoing ventures at The Gateway, in addition to the jobs associated with park construction, would support job creation. Based on the model of the highly successful Portland food carts, for example, we envision an enclave of artist-crafted container restaurants and shops showcasing the best of the Oakland and Bay Area food cultures. Its development would offer new jobs and entrepreneurial opportunities, and would create—akin to the Ferry Building—a vibrant destination for foodies.

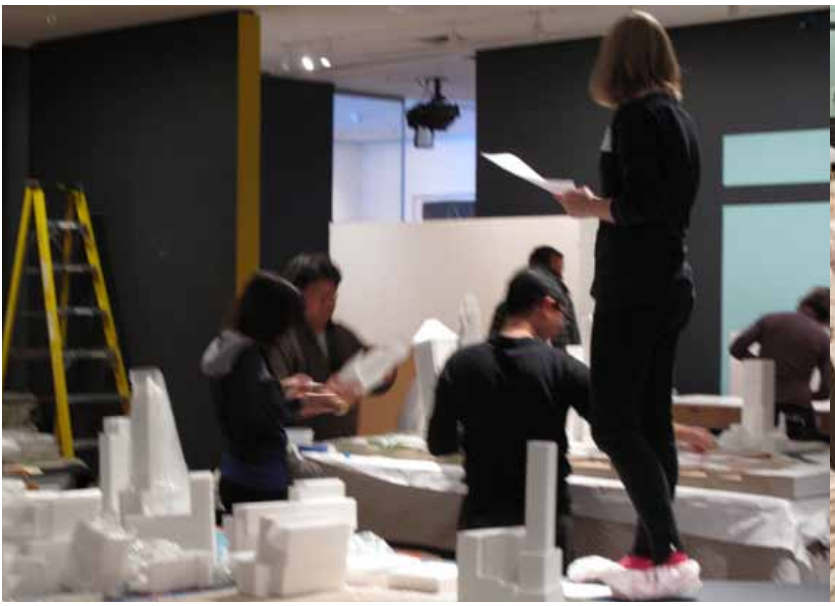

3. Creative Reuse of the Historic East Span of the Bay Bridge

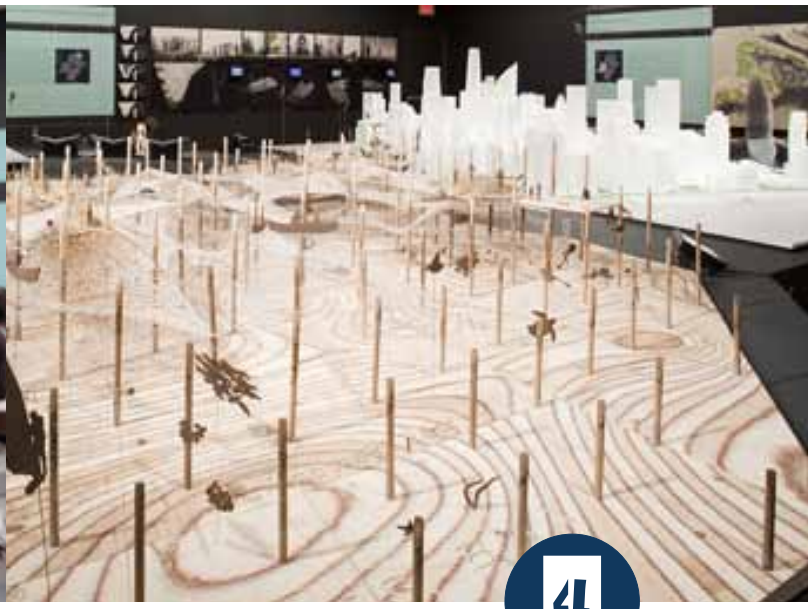
FOG is working with Bay Bridge engineers and engineers from Degenkolb to define parameters for crafting a broad call for concepts to bring forward ideas for how iconic portions–sections, segments, and pieces–of the soon-to-be old East Span might be incorporated into Gateway Park.

3

4. The Academy: Creatives Band Together to Address Social Problems

The Gateway could feature a cross-disciplinary center or think-tank that would attract people from around the world working in art, science, architecture, technology and industry to collaborate. The Academy could host competitions to bring creative minds, from private industry and the arts community, together in teams to focus on social problem solving. For example, NY MoMA in 2010 hosted the 'Rising Currents' project where architects, landscape designers, planners, artists and ecologists came together to re-envision New York City in the context of climate change and sea level rise.





4

5. Comprehensive Light Art Program

We envision a myriad of light art projects—from epic in scale to intimate, both temporary and permanent. In concert, they would define the space and create a vibrant, visual gateway to the East Bay, serve as a round-the-clock attraction, and an exploration of the intersection of art and technology for which the Bay Area is famous.

6. Museum of Modern Mobility

The Gateway Park Working Group is planning for a transportation museum at the Gateway site. FOG is proposing an expansive vision for this museum dedicated to transportation, engineering and human movement. We envision arts-based exhibits that extend beyond the envelope of the building and throughout the park, allowing visitors to walk, bike or even zip-line through them, and creating opportunities for artists to collaborate with engineers and exhibit designers.

7. Art and Ecology

Art can elucidate and even remediate environmental problems, illuminate the history and social context of the site, and help make more accessible some of the important industrial work that happens in and around the Port of Oakland, including transportation operations, recycling and water purification.



8. Events and Festivals

Using art as an organizing principal would allow The Gateway to attract major arts and innovation-based festivals and events.


Art is Additive

Regardless of what programs are eventually included at The Gateway, FOG believes that using the arts as the organizing principle will benefit the outcome. In addition to strengthening the local social fabric and creating a sense of place, this approach would attract national and international tourists and provide opportunities for grant funding and private sector support.

Get Involved!

Join FOG to learn more about our vision and efforts.

www.friendsofthegateway.org

Photos–p.1: The Bay Connection, Ivan Sohnakoff, isophotographic.com–p.2: Raygun Gothic Rocketship under construction and at Pier 14, fivetoncrane.org; Ritual Coffee shop in Hayes Valley by Envelope Architecture, fabrication Steve Valdez 510.502.3497; Container City in Mexico City–p.3: soon-to-be-old East Span of the Bay Bridge; NY MoMA 'Rising Currents', photos Ingrid Chou, Thomas Griesel, moma.org–p.4:Vectorial Elevation by Rafael Lozano Hummel, Vancouver 2010; PDX Bridge Festival, Portland, pdxbridgefestival.org; Light Suit by Jeremy Lutes; Nuit Blanche; Lobster Bike by Duane Flatmo; human-powered Monorail, Rotorua NZ, schweeb.com; Swiss Transportation Museum, Lucerne––p.5:Landschaftspark, Germany (1,2,4); unkown recycling site (3); Maker Faire, makerfaire.com; PBX Bridge Festival.

FRIENDS OF THE GATEWAY

Friends of The Gateway: Steering Committee

Leslie Pritchett (Project Co-Director)
Leslie Pritchett brings to her public art and community art program consulting more than 20 years experience in corporate marketing, small business and start-up business management. She entered the nonprofit arena as executive director of the Black Rock Arts Foundation, where over the course of three years she produced or supported more than 28 public art projects, including eight major and award-winning temporary public installations within the City of San Francisco. The program for temporary art exhibition that she helped establish now serves as a model for municipalities around the country. Through public art consulting and production of major public art exhibitions, Leslie is able to integrate her business experience with her love of fostering community-building art programs. Leslie holds a Masters in Business Administration from Columbia University.

Karin Betts (Project Co-Director)
Karin works in public agency communications, where she has had the opportunity to contribute to communications efforts relating to the new east span of the Bay Bridge. It was she who helped to generate the initial conversation that led to the formation of FOG, as in the course of her work she has become enamored of the Bridge and the broad possibilities that The Gateway project encompasses. Before her current position, Karin organized guided adventure travel trips to fascinating destinations around the globe. She graduated from Vassar College, where she studied International Relations, in 1993.

Marco Cochrane
Marco is a sculptor working in monumentally-scaled artworks that exemplify the shift we have discussed from art-making as an individual enterprise to art-making as a collaborative effort. His studio is housed in one of the historic buildings on Treasure Island. In 1962, Marco was born to American artists in Venice, Italy, and raised in California in the midst of the political and cultural movement. As a result, Marco learned respect for oneness, balance, the sacred, and the imperative to make the world a better place. In particular, he identified with the female struggle with oppression, and he saw feminine energy and power as critical to the world's balance. Supporting this change quickly became Marco's life's mission, although, it never occurred to him that art would be the vehicle. On a dare, he explored sculpting people and found a talent he was unaware of...the ability to re-create a person's essence in figurative form. When Marco started sculpting, he realized he was pursuing the mission he'd set out to do...to empower women.

Karen Cusolito
Since 2009, Karen has been running American Steel Studios in Oakland, CA, which provides studio and gallery space to over 100 artists, innovators and small green businesses. American Steel is an incubator of creative cross-pollination and inspiration for innovators focused on art, sustainability and cultural enrichment. Karen studied at Rhode Island School

of Design and Massachusetts College of Art. Her thesis project was focused on public art, specifically in public transit environments, and the long-term benefit of the percent-for-arts program for cultural enrichment. She relocated to the Bay Area in 1996 in search of a wider creative horizon. She has been producing monumental sculptures since, with works installed on The Embarcadero and in Hayes Valley, San Francisco, CA, The Institute for Solar Living, Hopland, CA, and Cardwell, North Queensland Australia, along with numerous event installations such as The Makers Faire, The Fire Arts Festival, Burning Man, Electric Daisy Carnival, Nocturnal and Outside Lands.

Ben Davis

Ben Davis runs two SF-based graphic design and communication firms. In 1995 he founded Words Pictures Ideas with the guiding mantra of "Do Good. Have Fun. Learn. Make a Living." In 2008, he opened a firm dedicated exclusively to purpose-driven design with the unlikely and unwieldy name I Shot Him Because I Loved Him, Damn Him with the simple mission "Changing Hearts, Minds and Habits." Ben has a passion for legacy projects—major civic and social projects that will create generational positive impacts. Examples are the Bay Bridge Seismic Safety Retrofit and the Transbay Transit Center projects, as well as the Stanford Medical Center Renewal Project.

Blaine Merker

Blaine Merker is on a mission to transform public space. He believes that inspiring creativity, connection and joy should be as easy as taking a walk outside—and that it's possible, if we change the way we design. As principal and co-founder of Rebar Art and Design Studio, he combines his passion for building things with an activist's zeal for changing the culture of the commons. He has created dozens—and helped instigate thousands—of urban interventions around the world and writes, teaches and speaks internationally on the potential of experimentation and play to remix city life. Having worked in the urban context as a designer, artist, and advocate for over 12 years, Blaine brings a multidisciplinary approach and experience managing a range of complex projects from small-scale urban interventions to long term, institutional development plans. Blaine holds a Masters of Landscape Architecture from UC, Berkeley.

Mark Sinclair

Mark Sinclair is a Principal at Degenkolb Engineers in the New Technologies Group (NTG). He joined Degenkolb in 1999 after working for other firms both in New Zealand and in the Bay Area. He has a Masters in Civil Engineering from Canterbury University and is a registered Structural Engineer in California. Mark led the Degenkolb post-earthquake reconnaissance team following the January 2010 earthquake in Haiti. Since then he has led a variety of follow-up activities to support the recovery by working with Build Change, an international non-profit that designs earthquake-resistant houses in developing countries and trains homeowners, engineers, and local officials to build them. Mark provides pro bono engineering support for large-scale public art projects. In the past 5-10 years the Bay Area has seen a surge of temporary public art installations and many of these projects have benefited from engineering support (structural design, bracing, permit submittals, etc.) provided by Mark and others at Degenkolb. He currently serves on the Board of the Black Rock Arts Foundation.

Steve Young

Steven Young is a West Oakland Non-Profit Arts Leader, a Landscape Architect and an Artist working on large-scale collaborative art works. Steven currently holds the position of

Interim Executive Director of The Crucible, a West Oakland-based non-profit arts education facility that serves over 10,000 community members per year through educational programming and events. Steven has been a resident of Oakland for twelve years and has served on non-profit boards supporting the arts and the East Bay industrial and DIY arts movements.

Zakary Zide
Zakary Zide is an award-winning designer and brand strategist whose work connects people, planet and place. A thought leader and consultant, Zide is frequently called upon to address audiences and moderate gatherings and where inspiration, consensus and a clear vision is sought. Zide has created environments and campaigns for international and domestic resorts and hotels, offices, restaurants, retailers and residences. He was named a style leader in 2010 by Frame magazine and honored as one of Thrillest's designers to watch in 2011. Trained as an ecologist and interaction designer, Zide is also the Founding Director of EarthDance Films, an eco-themed, short film production company.

Friends of The Gateway: Advisory Committee

Randolph Belle
Randolph Belle has enjoyed 20 years in the arts, business and nonprofit management in Oakland. He's started several commercial art and design companies and served in a wide variety of civic and service capacities. Randolph is the founder and Executive Director of Support Oakland Artists, a nonprofit art and community development corporation that works to enhance local artists' ability to thrive and fuel economic development throughout the region. Randolph has served as the President of the Board of Directors at Pro Arts Gallery in Oakland and Vice Chair for the City of Oakland's Cultural Affairs Commission. Randolph is currently on the board of the Museum of Children's Art, the Oakland Film Society, the Advisory Board of the Crucible and is the Education and Workforce Development Director for the Oakland Media Center.

Peter Brandon
Peter Brandon is a Principal with Development Advisory Associates, Inc. Working with distinguished companies such as Lincoln Property Company, Bank of America, Jones Lang Wootton Realty Advisors, Koll Bren Schrieber Realty Advisors and Trammell Crow Company, he has directed the development of a wide variety of commercial project types within the United States and throughout Asia. While Vice President of Strategic Planning at Bank of America Corporate Real Estate in San Francisco, Brandon assessed the internal real estate needs of both retail and operations business units. He directed a site selection team that evaluated land, construction, taxation, labor costs, real estate market conditions, zoning, environment, transportation, communication and quality of life issues.

Brandon was responsible for all entitlement and planning related activities for the Pacific Shores Center project, a 252 acre site located on San Francisco Bay in Redwood City. Originally, the site consisted of a former cement factory and degraded wetlands. After a complex entitlement process, the property received approval for 1.8 million square feet of commercial space, 40 acres of recreational improvements, a 10-acre public port facility and a separate 135 acre wetland restoration site. Built over an 18 month period the Pacific Shores Center project was awarded the San Francisco Business Times "Commercial Development of the Year." The project employed many sustainable design features,

significant infrastructure improvements, and also included engineering to accommodate up to 500 residential dwellings.

Marc Kasky

Marc Kasky has spent the past forty years working on a variety of projects that have enhanced the quality of life in communities throughout the United States. Predominantly as Executive Director of non-profit organizations - but also working with public agencies and commercial developers - he has worked in urban and rural settings to create projects, places and institutions which have strengthened the connections people have to their geographical and social communities. These projects have included:

-The eight-year conversion of a former naval base in San Diego into Liberty Station, a dynamic award-winning multi-use community, with housing, retail, office, hotel, educational, and cultural uses. Much of this has occurred in historic buildings.

-Serving as Executive Director of the Fort Mason Center for over twenty years, guiding the conversion of ten historic buildings into a dynamic cultural center, which the National Trust for Historic Preservation views as the model for converting former military bases into community-based cultural facilities.

In addition, over the past twenty years he has advised public and private sector institutions and businesses on similar projects in Seattle, Boston, Buffalo, Orange County, Fort Ord, Kobe (Japan), and Ashland, Oregon. He has served on over twenty-five non-profit boards for organizations working on issues from homelessness to job training, green cities to cultural preservation. He co-founded the Green Century Institute in 2004. He graduated from Wesleyan University (Connecticut) with a Bachelor degree, and from Yale University's School of Art and Architecture with a Master's degree in City Planning. He lives in the Presidio, a former military base on San Francisco Bay.

Dorka Keehn

Dorka is the Chief Muse of KEEHN ON ART. She has recently completed *ECO AMAZONS: 20 Women Who Are Transforming the World*, the first illustrated book on American women environmentalists with photographs by Colin Finlay, to be published May 2011 by powerHouse Books. In 2008, she realized with Brian Goggin, *The Language of the Birds*, a solar powered permanent sculpture commissioned by the San Francisco Arts Commission, voted one of the best public artworks in the U.S. by Americans for the Arts. From 2006 to 2009, Dorka hosted and produced the arts and culture radio (on Green 960) and internet program, KEEHN ON ART. She has produced several films for television including the two-time Emmy award-winning documentary, *OF CIVIL WRONGS AND RIGHTS: The Fred Korematsu Story (POV 2001).* In January 2011, Dorka was appointed to the San Francisco Arts Commission. She also serves on the Board of Motion Theater Institute, and on the Advisory Boards of the Crucible and the Black Rock Arts Foundation.

Dorka has also been a leader in the women's movement for the last two decades. She is a founder of EMERGE AMERICA (emergeamerica.org), the premier training program for Democratic women who plan to run for political office with offices in nine states, and a founding board member of IGNITE (igniteca.org), an organization that provides political

and civic education to high school and college young women. From 1999 to 2010, Dorka served as a Commissioner on the San Francisco Commission on the Status of Women.

Sanjit Sethi

Sanjit Sethi is the Director of The Center for Art and Public Life at California College of the Arts. He received a BFA in 1994 from the New York State College of Ceramics at Alfred University, an MFA in 1998 from the University of Georgia, and an MS in advanced visual studies in 2002 from the Massachusetts Institute of Technology.

Sethi has been an artist in residence at the Banff Centre in Alberta, Canada; a visiting assistant professor at Saint Mary's College in Notre Dame, Indiana; and an instructor at the Art Institute of Chicago. After completing a Fulbright fellowship in Bangalore, India, working on the *Building Nomads* project, he continued his strong focus on interdisciplinary collaboration as director of the MFA program at the Memphis College of Art. His work deals with issues of nomadism, identity, the residue of labor, and memory. Sethi recently completed the *Kuni Wada Bakery Remembrance*, an olfactory-based memorial in Memphis. His current works include *Urban Defibrillator*, the Gypsy Bridge project, and a collaboration with the Richmond Art Center and the Main Street Initiative of Richmond, California, all of which involve varied social and geographic communities.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** October 26, 2011

FR: Mike Forner, Principal Transportation Engineer, Caltrans

RE: Agenda No. - 4b

Item- Program Issues
2012 Regional Closure Master Calendar

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

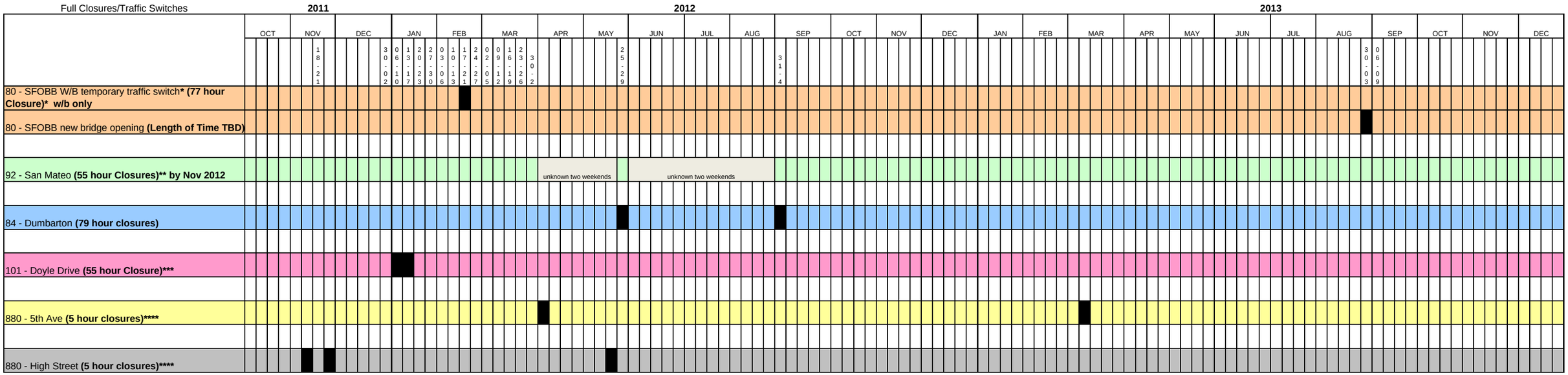
Discussion:

The attached chart shows all the Major Bridge Closures that are scheduled over the next two years. At this time there are no conflicts with any of the projects as long as their schedules don't slip. Monthly meets are held with all the construction staff to monitor each of the projects and resolve any conflicts that possibly could occur.

Attachment(s):
2012 Regional Closure Master Calendar

DRAFT - CONFIDENTIAL

Full Closures/Traffic Switches



Notes:

Dates are tentative until ready to go public

* Only 1 weekend will be required. Will perform the work as soon as ready. Could be as early as January 2012.

** San Mateo closures will be coordinated with the SFOBB and Dumbarton

*** Doyle Drive contract requires only 1 closure.

**** 5th Ave and High St. closures have a mamximum of 5 hours, they may be less. They may take place on any day of the week.

Draft
revised 10/25/2011

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: November 1, 2011

FR: Stephen Maller, Deputy Director, CTC

RE: Agenda No. - 4c

Program Issues

Item- Gateway Park Transportation Enhancements (TE) Funding Application

---

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Caltrans, BATA and CTC, along with support from other members of the Gateway Park Working Group, have taken a lead role in developing a TE application for the Gateway Park project. Two applications will be submitted later this year: one for $25M in ITIP (Interregional Transportation Improvement Program) funds and the other for $25M in RTIP (Regional Transportation Improvement Program) funds. Caltrans is the lead on the ITIP application, and BATA/ MTC is the lead on the RTIP application. The draft ITIP application is attached. Also attached is the STIP/ TE schedule.

Recently, the dollar amounts of the two TE requests have come into question. Also, concerns about the requests have been raised internally at the Department (within the HQ Programming Section) and externally with rural transportation authorities.

Attachment(s):
1. Draft TE ITIP Application for Gateway Park
2. 2012 STIP/ TE Schedule

Transportation Enhancement (TE) Application (PSR Equivalent)

TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes.
All projects must have an approved eligible application prior to programming in the RTIP.

PART ONE: GENERAL PROJECT INFORMATION

_____RTIP TE ____x___ITIP TE Is the project within Caltrans Right of Way? Yes☒ No☐.

Are you using Recovery Act TE funds? Yes ☐ No ☒

Does this project partner with or commit to employ the services of a Community Conservation Corps or the California Conservation Corps? Yes☒ No☐.
If you answered yes to the above question please list the contact information for the corps.
Corps Name: Civicorps Contact Name: Rebecca Grove Phone number: 510-992-7832

PROJECT TITLE: Gateway Park at the touchdown of the new East Span of the San Francisco-Oakland Bay Bridge

IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email) Tony Anziano Toll Bridge Program Manager California Department of Transportation 325 Burma Road, CA 94607 Phone: 510 -219-6335 Fax: 510-622-4266 tony_anziano@dot.ca.gov Ken Terpstra SFOBB Project Manager California Department of Transportation 325 Burma Road, CA 94607 Phone: 510 -385-7057 Fax: 510-622-4266 ken_terpstra@dot.ca.gov	(Round dollars to nearest thousands) TE FUNDS (ITIP) REQUESTED $22,132,000 State Match (11.47%) $ 2,868,000 TE FUNDS (RTIP) REQUESTED $25,000,000 Local Match (if Required) $ TOTAL TE PROJECT COST $ 50,000,000 ☐ TE is a stand-alone project. ☒ TE is part of a larger project.

Person who can answer questions about this application (Name, title, phone, fax, email)	PARTNER(S) (Name, title, agency, address, phone, fax)
Lee Taubeneck Deputy District Director Caltrans District 4 Division of Transportation Planning & Local Assistance 111 Grand Avenue, MS: 1L Oakland, CA 94623 Phone: 510-286-5908 Fax: 510-286-6301 Lee_taubeneck@dot.ca.gov	Andrew Fremier Deputy Executive Director Bay Area Toll Authority 101 Eighth Street, CA 94607 Phone: 510 -817-5840; Fax: 510-817-5848 afremier@mtc.ca.gov Stephen Maller Deputy Director CTC 1120 N Street, Room 2221 (MS-52) Sacramento, CA 95814 Phone: 916-203-1512; Fax: 916-653-2134 stephen_maller@dot.ca.gov Michael Anderson Assistant General Manager – Planning EBRPD 2950 Peralta Oaks Court P.O. Box 5381 Oakland, CA 94605 Phone: 510-544-2303; Fax: 510-382-0539 manderson@ebparks.org Brad McCrea Regulatory Program Director BCDC 50 California Street, Suite 2600 San Francisco, CA 94111 Phone: 415-352-3615; Fax: 415-352-3606 bradm@bcdc.ca.gov Al Auletta Urban Economic Coordinator City of Oakland, Community and Economic Development Agency 250 Frank H. Ogawa Plaza, Oakland, CA 94612 Phone: 510-238-3752; Fax: 510-238-2226 aauletta@oaklandnet.com Richard Sinkoff Director of Environmental Programs and Planning Port of Oakland 530 Water Street, Oakland, CA 94607 Phone: 510-627-1182; Fax: 510-465-3755 rsinkoff@portoakland.com Laura Thompson Bay Trail Project Manager ABAG PO Box 2050, Oakland, CA 94604-2050 Phone: 510-464-7935; Fax: 510-464-7900 laurat@abag.ca.gov Vince DeLange Senior Civil Engineer EBMUD 375 11th Street, Oakland, CA 94607 Phone: 510-287-1141; Fax: (510) 287-1530 vdelange@ebmud.com

IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PPNo, EA, Project Title; if not currently programmed, describe the project)

The future Gateway Park is located where the new East Span of the San Francisco-Oakland Bay Bridge (Bay Bridge) touches down in Oakland, California. The Gateway Park project consists of five phases of development. This TE ITIP application (a separate TE RTIP application is also being submitted) applies to the first phase of work, with an estimated total project cost of $198 million.

Gateway Park Phase 1 (as presented in Figure 3/ Appendix A) includes:

- an elevated bikeway connecting to the Bay Trail and serving the communities of West Oakland and downtown Oakland (this bikeway is not a Caltrans permit requirement);
- a transportation museum housed in the renovated historic building known as IERBYS (Interurban Electric Railway Bridge, Yards and Shops);
- a visitor center housed in the renovated historic Key Substation building;
- landscaping and trails along transportation corridors within the park; and,
- public art incorporating elements of the original Bay Bridge.

Gateway Park will be an interregional destination for local, statewide, national and international visitors, drawing upon its rich history, celebrating the architecture and engineering features of the new bridge, and resting upon the natural and breathtaking beauty of the San Francisco Bay and its environs. The project will maximize public access and promote a safe and seamless experience for visitors. The area is rich in transportation history: two historic buildings on State-owned property once served the Key System, a regional rail system connecting East Bay communities to San Francisco via the Bay Bridge; the original Bay Bridge is also historic, opening in 1936, and salvaged items of the bridge will be displayed in the future park and museum; and, the Port of Oakland has been serving the area for decades.

Each of the five phases of the park is independently operable. The other four phases are contingent upon future sources of funding and build on the development in Phase 1. Phase 2 will improve the park entry and access, including additional auto parking, landscaping, and further improvements to park roadways. Phase 3 will provide additional public access and landscaping improvements on the northern side of the new East Span. Phase 4 will improve bicycle/ pedestrian access by providing an elevated bikeway to and along Maritime Street, which runs in the center of the Port of Oakland operations; additional Phase 4 improvements include children playground areas, board walk buildings and amenities, and a ferry terminal. Phase 5 will provide an educational dry garden (in conjunction with the EBMUD) and sports/ recreational facilities under the freeway area near the MacArthur Maze.

Total Project Cost $ 198 Million

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES

(Describe the project's location, limits of work, size, etc. *Not* the justification or benefits).

Gateway Park is located in the center of the nine-county San Francisco Bay Area. It is located at the Oakland touchdown of the new East Span of the Bay Bridge, which is scheduled to open in late 2013. Phase 1 of Gateway Park encompasses approximately 40 acres, land which is owned primarily by the State of California, but also includes other landowners, such as the Port and City of Oakland. Millions of visitors are drawn to the Bay Area each year; the Bay Bridge (Interstate 80) serves 270,000 vehicles each weekday; and, the Port of Oakland is the third-busiest port on the West Coast.

As described above, Phase 1 of Gateway Park will provide bicycle/ pedestrian improvements, a transportation museum, visitor center, landscaping and public art, other park amenities, and access improvements. A signature feature of the park will be the new landmark, world-class East Span. The park will celebrate the new bridge, as well as transportation and the area's diverse history, by incorporating the historic IERBYS building as a transportation museum, Key Substation as a visitor center, and bridge artifacts for public art in the park.

NEED AND PURPOSE (Describe how is project above and beyond a standard transportation project)

Nestled at the base of the new East Span, Gateway Park will be a destination for visitors and residents alike, to pause, observe and celebrate the iconic architecture and engineering of the new bridge, the rich history of rail, road and water transport, and the natural beauty of the San Francisco Bay. The park will facilitate important multi-modal improvements in the area, including auto vehicles, Port truck traffic, public transit (primarily AC Transit buses), and bicyclists/ pedestrians accessing the new bridge. The transportation museum and visitor center will transform historical buildings into inviting places to meet, stroll about, and observe the relics of the past and new monuments of the future. Bridge artifacts and other public art will be displayed throughout the park.

The Gateway Park project goes beyond the bicycle path already being designed/ constructed along the I-80 freeway, as part of a Caltrans public access permit that has already been funded through SHOPP and the Toll Bridge Seismic Retrofit Program. The proposed elevated bikeway will connect the communities of West Oakland and Oakland to the broader Bay Trail (500 miles), providing greater commute options to these typically underserved communities. Additionally, the Gateway Park project builds upon the approximately 15 acres at the tip of the Oakland touchdown that are already earmarked for a park, as part of the decommissioning of the Oakland Army Base in the 1990s and the resultant transfer of land from the U.S. Army to the East Bay Regional Park District. The State of California owns approximately 4 acres of adjacent land, which includes two historic, State-owned buildings, all of which are required to be made compatible with the future Gateway Park.

Gateway Park encompasses many of the categories/ objectives of the TE funding program, including:

- provision of facilities for bicyclists/ pedestrians;
- provision of tourist/ welcome centers;
- landscaping and other scenic beautification;
- historic preservation and rehab and operations of historic transportation buildings (IERBYS, Key Substation); and,
- establishment of a transportation museum.

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

Gateway Park is adjacent to I-80 and the Bay Bridge. The TE project would improve access to the site on local roadways and via a new or improved freeway on/ off ramp. Drivers on the Bay Bridge heading east will see Gateway Park as they arrive in Oakland, hence serving as a “gateway” to the East Bay. Currently, 270,000 vehicles traverse the Bay Bridge daily. Truck traffic at the Port of Oakland, just south of the park, will be mitigated by transportation improvements provided by the TE project (eg, segregated bike/ ped facilities).

The elevated bicycle/ pedestrian path (separate from the I-80 permit required bikepath) will provide another connection to the new bridge and improve connections to the communities of West Oakland (traditionally underserved) and downtown Oakland. A high volume of bike/ ped usage is expected given comparable data on the Golden Gate Bridge.

AC Transit currently serves the toll plaza area near Gateway Park, and 27 local and regional buses cross the bridge daily. New transit service to the park site is envisioned. A new ferry terminal at the park is also planned in a future phase of work.

CONFORMANCE (Describe conformance with Route Concept Report or Transportation Corridor Report and District System Management Plan - ITIP projects only)

Gateway Park will be developed in conjunction with the new East Span of the Bay Bridge, and there are no conflicts with future plans for I-80. This project is in conformance with the Bay Bridge Toll Plaza and Caltrans Maintenance complex improvements in the project area. The proposed project is located in the western limit of the I-80 corridor covered in the I-80 Corridor System Management Plan (CSMP), published in September 2010. It also conforms to the I-80 CSMP.

Additionally, this project supports the goals and objectives of the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP/T2035) as well as the Alameda Countywide Transportation Plan. The project also supports the goals and policies of the current California Transportation Plan (CTP2030) through its environmental and community enhancement as well as historic preservation.

CONTEXT SENSITIVE SOLUTIONS (Describe how project reflects Director's policy - ITIP projects only)

Gateway Park embodies CSS in the following ways:

- The project balances community, aesthetic, historic, and environmental values while enhancing the transportation system. A collaborative Gateway Park Working Group includes representatives from diverse agencies, including Caltrans, BATA, BCDC and the East Bay Regional Park District, who are working together to ensure that the project balances the different values represented by each agency and the public at large.
- The project will fit aesthetically into its surroundings, including the Bay Bridge and San Francisco Bay. The pathways and roadways will be harmonious with adjacent land uses and the natural setting.

- The park concept has integrated community values through public outreach activities. Public involvement is very important to the project, as evidenced by the number and diversity of stakeholders involved thus far. The Gateway Park Working Group, consisting of nine local, regional, and statewide agencies, has been meeting on a monthly basis for approximately three years. Two Gateway Park public workshops were held in 2010 and each involved over 100 participants, representing several community groups and local residents. Outreach to and meetings with the community of West Oakland, an underserved, African American community next to the Gateway Park, have been held over the last two years.
- The park will maximize access while promoting a safe and seamless experience for visitors. In addition, the park program will enhance the health and welfare of all visitors, including local residents.
- Sustainability is one of the five goals of the project: "Make sustainable practices a foundation of the park design and operations." Designing for sea level rise has been factored into the concept plan, and dry landscaping and water conservation are also key components of the plan.
- Transportation history of the area will be celebrated throughout the park area. The park program includes a transportation museum, rehabilitation of historic buildings tied with local transportation history, and re-use of transportation artifacts in the park.

ALTERNATIVES CONSIDERED

A no-build alternative, which included a minimum level of improvements, was considered. Without TE funding, the project's scope would be reduced. Plans for the transportation museum and elevated bikepath would have to be scaled back or possibly eliminated.

Additional alternatives will be considered during the next phase of environmental/ preliminary design (project schedule is presented in Appendix B).

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS? (May be more than one.)
http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

1. ☒ Provision of facilities for pedestrians and bicycles
2. ☐ Provision of safety and educational activities for pedestrians and bicyclists.
3. ☐ Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
4. ☐ Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. ☒ Landscaping and other scenic beautification.
6. ☒ Historic preservation.
7. ☒ Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
8. ☐ Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
9. ☐ Inventory, control, and removal of outdoor advertising.
10. ☐ Archaeological planning and research.
11. ☐ Environmental mitigation
    (i) To address water pollution due to highway runoff; or
    (ii) Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. ☒ Establishment of transportation museums.

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)

Project location maps and park concept plans are presented in Appendix A.

PART TWO: FUNDING

Prepared by Lee Taubeneck Title Deputy District Director

Agency Caltrans District 4 Phone 510-286-5908 FAX 510-286-6301

PROJECT COMPONENT COSTS (round to nearest $1,000s)

	RTIP	ITIP	OTHER
• E&P (PA&ED)	$	$	$3,000,000
• PS&E	$	$	$15,000,000
• Right of Way Capital	$	$	$
• Right of Way Support*	$	$	$
• Construction Support*	$	$	$25,000,000
Construction Capital	$25,000,000	$25,000,000	$105,000,000

TOTAL PROJECT COSTS $ 198,000,000

*Right of way and construction support are for Caltrans implemented projects only

PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS

The total estimated cost for Gateway Park Phase 1 is $198 million. Items eligible under TE are presented below. The full set of detailed cost estimates developed for the full Gateway Park project (all five phases) are provided in Appendix C. Please note that these cost estimates were originally prepared according to zones and have since been re-worked and presented as the five phases of Gateway Park development.

Gateway Park Project - Phase 1 TE Eligible Items	
Concept Preferred Design - Magnitude of Cost	
Prepared by Davis Langdon	
15-Mar-11	
New car parking [1]	600,000
Elevated bike trail, 12" wide concrete to Grand Ave	10,750,000
Allow for additional trees & landscaping at roadside (Zone 1)	570,000
Allowance to install section of old bay bridge as art	1,000,000
Allowance to dismantle, re-erect, renovate existing IERBYS to "Museum" standard core/ shell [2]	26,400,000
Allow for additional trees & landscaping at roadside (Zone 2a)	402,750
Allowance for footings and installation of art and artifacts supplied by others	100,000
Allowance for fencing	265,000
Allowance for site furniture - benches, bollards, trash receptacles, bike racks, etc.	50,000
Signage (interpretive signage excluded)	53,700
Subtotal	40,191,450
Contract mgmt, contingency (25%)	10,047,863
Total	**50,239,313**
[1] Consultant estimate of $1.2M for all new car parking, half of which has been estimated for museum users.	
[2] Full build out of museum, incl programming/ facilities, estimated at $26.4M for IERBYS ($1100/ sf @ 24,000 sf) based on discussions with consultant; an amount higher than the consultant's original estimate of $18M.	

MAINTENANCE (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).

Who will maintain?

It is proposed that a Joint Powers Authority (JPA) be formed for implementation, operations, and maintenance. The JPA would consist of EBRPD, BATA, Caltrans, and City of Oakland. Alternatively, EBRPD will maintain the park.

What is the source of maintenance funds?

It is anticipated that a combination of Bay Area toll funds and user fees will be used. However, this is dependent on the formation of a JPA.

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

DDD Maintenance: _____ Date: _____

PART THREE: INFORMATION AND ASSURANCES

Please note the application must be signed by the TE project sponsor below for the project to be considered for funding. The information below is provided to notify all project sponsors of the criteria that shall be used in the selection of eligible TE projects.

For TE projects proposed for funding from American Recovery and Reinvestment Act of 2009

Assembly Bill X3-20 added Sections 2420-2423 to the Streets and Highways Code which requires that transportation projects proposed for transportation enhancement activities using federal funds provided specifically by the American Recovery and Reinvestment Act of 2009 be programmed and allocated based on the following priorities:

(1) In programming and allocating these funds, the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall give priority to the sponsors of eligible projects that partner with, or commit to employ the services of, a Community Conservation Corps or the California Conservation Corps to construct or undertake the project, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.

(2) After all eligible projects have been selected pursuant to paragraph (1), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall next give priority to projects that provide facilities for pedestrians and bicyclists, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.

(3) After all eligible projects have been selected pursuant to paragraph (2), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies may fund any project eligible in accordance with paragraph (35) of subdivision (a) of Section 101 of Title 23 of the United States Code.

For projects proposed for funding with all federal TE funds

Senate Bill 286 (Chapter 373, Statutes of 2008) added Sections 2370-2374 to the Streets and Highways Code which requires the selection of all TE projects to be based on projects which partner with, or commit to employ the services of a Community Conservation Corps or the California Conservation Corps. The department, in consultation with Community Conservation Corps, the California Conservation Corps, the commission, regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, developed the following criteria that give priority in the selection of TE projects. The information below is provided to project sponsors to assist them in understanding how projects will be selected. Regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, when selecting candidates for transportation enhancement projects, shall utilize the selection criteria below.

The RTPAs are required to use the following criteria in prioritizing and selecting TE projects for programming in the Regional Transportation Improvement Programs (RTIP):

(1) TE eligible projects whose sponsor is partnering with, or has agreed to employ the services of a Community Conservation Corps or the California Conservation Corps (collectively referred to as corps), shall be selected first for funding (the scope of the work performed by the corps will be identified in page 6 of the TE application);

(2) After all TE eligible projects described in paragraph (1) have been selected for funding; the remaining eligible TE projects may be selected.

TE Project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

(a) Projects that have been selected and programmed in a RTIP prior to June 25, 2009.

(b) Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE Application, with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps, which the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

The department, regional transportation planning agencies, county transportation commissions or authorities, or congestion management agencies shall be authorized to enter into cooperative agreements, grant agreements, or procurement contracts with Community Conservation Corps pursuant to the simplified contract requirements authorized by Section 18.36(j) of Title 49 of the Code of Federal Regulations in order to enable community conservation corps to utilize transportation enhancement project funds.

Section 2370(a) of the Streets and Highways Code is specific as to which organizations can be considered as a Community Conservation Corps or the California Conservation Corps. "Community Conservation Corps" shall have the same meaning as defined in Section 14507.5 of the Public Resources Code. Information regarding these organizations is available on the internet at:
http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx
http://www.ccc.ca.gov/PARTNER/PARTNERS.HTM
www.calcc.org

For the RTPA: Conservation Corps Partner Contact use only:

☒ A corps can participate on the following items of work: tree planting/ landscaping, trail installation, park installation

Name of corps: Civicorps and the contact for the corps is: Rebecca Grove (Name) 510-992-7832 (Phone number)

☐ This project is exempt under category (b) above. This exemption allows the project to compete on an equal basis with all other project candidates in the region. Concurred in by:

California Conservation Corps contact (Print Name) (Signature) Date

California Association of Local Conservation Corps contact (Print Name) (Signature) Date

RTPA Conservation Corps Partner Contacts For Transportation Enhancement Projects

AGENCY	CCC Contact Title and Name	Phone Number	Email Address
California Conservation Corps	Regional Deputy for Region 2 Virginia Clark	916-341-3147	virginia.clark@ccc.ca.gov
California Association of Local Conservation Corps (representing the Community Conservation Corps)	Association Manager Scott Dosick	916-285-8743	manager@calcc.org

Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility (ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state regulations or guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state.
I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed_____ Date_____
(TEA Administering Agency Representative)

Printed (Name and Title) _____

Administering Agency _____

For State Projects:
Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.

2012 STIP Schedule

What	Who	When*
Send proposed STIP Capital Outlay Support (COS) adjustments to Caltrans Districts.	Caltrans HQ Programming	5/16/11
Finalize STIP project workplans (for input into Caltrans Project Management's Financial Reports).	Caltrans Districts	5/31/11
Submit Draft ITIP TE Applications (optional)	Caltrans Districts	6/6/11
Submit Draft 2012 Fund Estimate to the CTC	Caltrans HQ Budgets	6/22/11
Submit Final ITIP TE Applications and Project Programming Requests (PPR).	Caltrans Districts	8/1/11
TE Eligibility Reviews	Caltrans Local Assistance TE Coordinator	8/1/11 – 8/31/11
Review ITIP TE Applications and Conduct ITIP TE Ranking Committee Meetings	Caltrans HQ – ITIP TE Committee	9/1/11 – 9/30/11
Adopt the 2012 Fund Estimate and 2012 STIP Guidelines	CTC	8/10/11
Submit Project Programming Requests to HQ for new (non-TE) ITIP candidates, if any. Notify Programming District Liaison of anticipated Right of Way and Construction capital cost increases/ decreases on existing ITIP projects.	Caltrans Districts	9/6/11
Input ITIP data into CTIPS.	Caltrans HQ Programming	9/12/11 – 11/30/11
Notify CTC of potential RIP funded state highway needs (Caltrans Districts will submit RIP funded state highway needs to Regions in accordance with each Region's RTIP development schedule).	Regions	9/12/11
Submit signed PSRs for new non-TE ITIP candidates, and approved PCRs for amended non-TE ITIP projects, if any, to HQ Programming.	Caltrans Districts	9/19/11
Meetings to discuss proposed non-TE ITIP projects, if necessary.	Caltrans HQ and Districts	10/3/11 – 10/14/11
Complete ITIP narrative, summaries, attachments, etc. Publish and reproduce.	Caltrans HQ Programming	11/7/11 – 12/9/11
Submit Final ITIP and RTIP to the CTC and HQ Transportation Programming, including final Project Programming Requests with PPNOs.	Caltrans HQ (ITIP) and Regions (RTIP)	12/15/11^
North STIP Hearing	CTC	2/6/12
South STIP Hearing	CTC	2/7/12
Release CTC Staff Recommendations	CTC Staff	3/12/12
Adopt the 2012 STIP	CTC	4/1/12^

* *All dates subject to change due to budget uncertainty.*

^ *Statutory deadline*

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** October 26 , 2011

FR: Tony Anziano, Caltrans Toll Bridge Program Manager

RE: Agenda No. - 5a

Item- San Francisco – Oakland Bay Bridge Updates Corridor Update

---

Recommendation:
For Information Only

Cost:
TBD

Schedule Impacts:
TBD

Discussion:

SAS Update:
Lift 14E was placed on October 19th and lift 14W and the last crossbeam are scheduled to be placed before the end of October. Work continues on the temporary systems that will be used to erect the permanent main cable. It is still expected that the first cable strand will be pulled by the end of this year.

YBITS #1 Update:
Construction of the eastbound and westbound footings and columns is complete. Work continues on frames 1 and 2 westbound with installation of concrete forms, rebar, and concrete placement for the stem walls and soffit. See attached aerial photo for current YBITS #1 progress.

YBITS #2 Update:
The demolition of the superstructure of the main cantilever section of the existing bridge has been incorporated into the YBITS #2 contract, while the remaining portions of the existing bridge will be removed by separate contract or contracts yet to be determined. An environmental reevaluation is being done to update the environmental and regulatory agencies with more specific information on the existing SFOBB Demolition. The

reevaluation is on target to be completed by early 2012; however, this is largely dependent on timely review from the regulatory agencies.

Oakland Detour Update:

The westbound detour construction is making good progress and is still forecast to be completed in early 2012. The current target for the WB only Bridge closure is President's Day weekend in February 2012 pending weather or construction delays. The closure window is leaning toward a three-day bridge closure to perform the work. Department staff is working with the contractor to determine a detailed schedule of work that will be performed during this closure. See attached aerial photo for current Oakland detour progress.

Oakland Touchdown (OTD) No. 2 Update:

This contract will complete the eastbound approach structure from the end of the Skyway to the roadway section just west of the metering lights. The project is scheduled to advertise on November 7, 2011. Bids are scheduled to be opened in January 2012; the project awarded in February 2012, notice to proceed to the contractor in March 2012, and the first working day is anticipated in late April 2012.

Attachment(s):

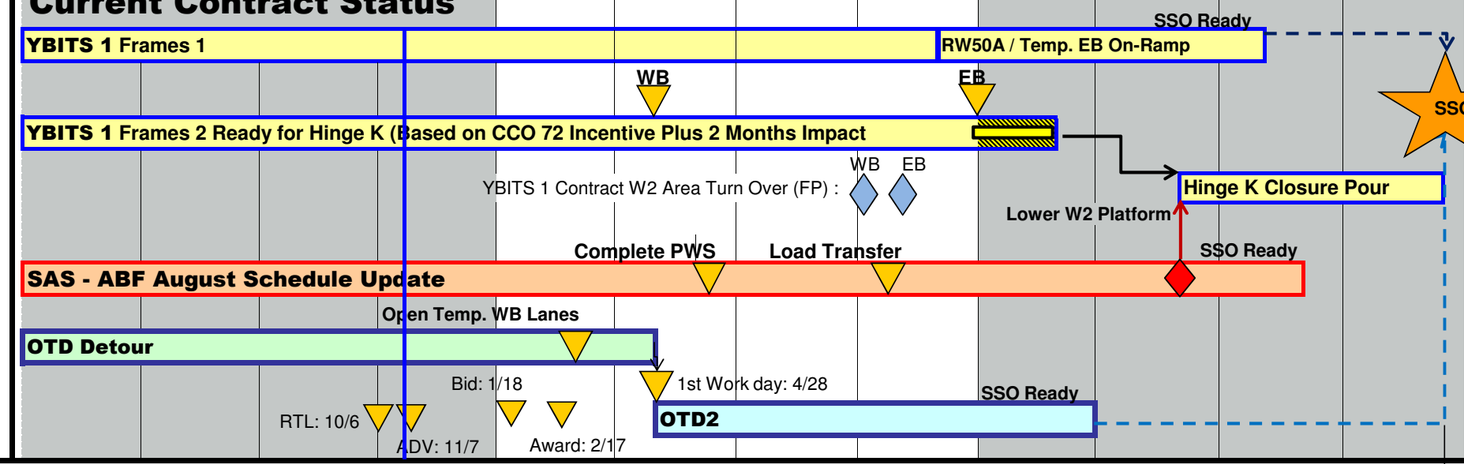
1. YBITS #1 Aerial Photo
2. Oakland Detour Photo
3. Summary Schedule Comparison

Summary Schedule Comparison

Revised as of 10/25/2011

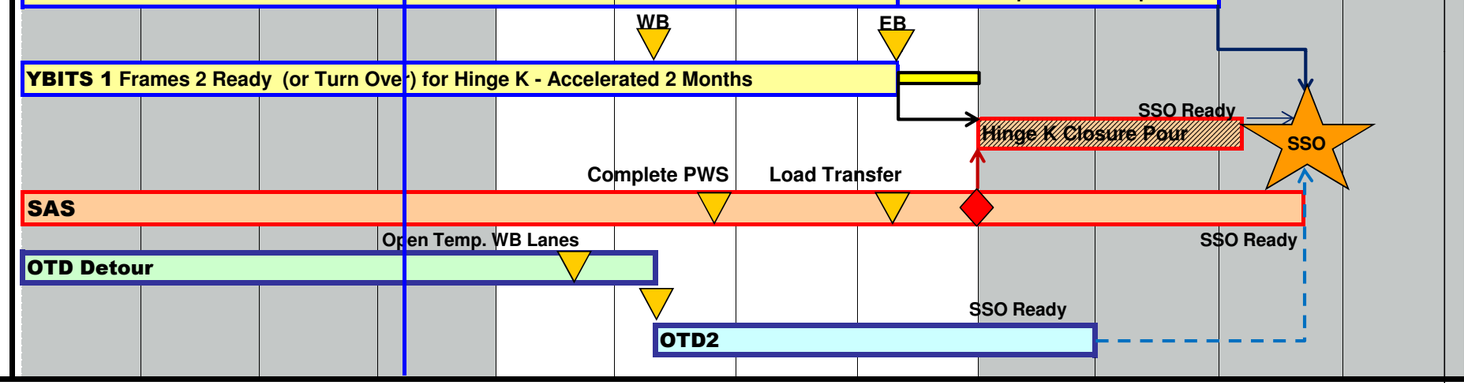
Current Contract Status

Rough Order of Magnitude: $13 - 20 Million



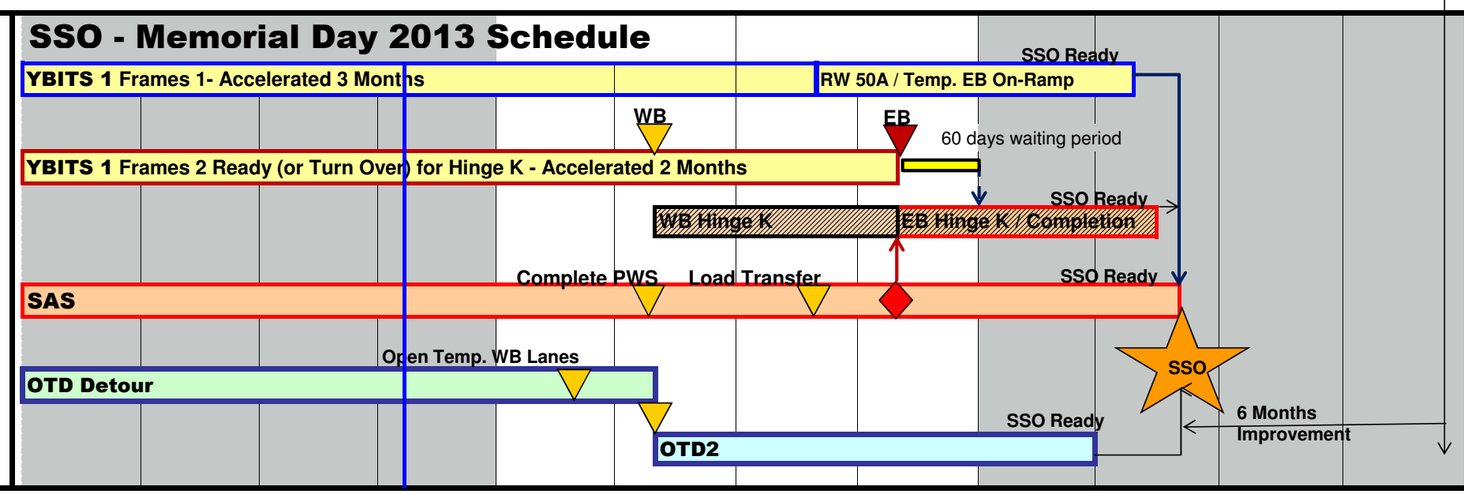
SSO - Labor Day 2013 Schedule

Rough Order of Magnitude: $23 - 28 Million



SSO - Memorial Day 2013 Schedule

Rough Order of Magnitude: $36 - 47 Million



Notes

1. SSO includes work on YBI retaining wall and Temporary EB On-ramp
2. YBITS1 Frame 2 Schedule includes 2 months of incurred Impact
3. Hinge K closure shows 6.5 months duration
4. Per Contract Hinge K construction is by YBITS 1
   Needs CCO both to MCM and ABF to re-define area's of work
5. SAS W2 turn over to YBITS 1 is not contractual and would require CCO to delay non-SSO work at W2.
6. Current OTD2 Schedule
7. YBITS Frame 1 accelerated 1 month
8. YBITS1 Frame 2 EB accelerated 2 months
9. Same Hinge K duration with possible transfer to SAS
10. Assumes same PWS & Load Transfer milestones and accelerates W2 turnover by 5 months by possibly delaying dehumidification, false work removal and overall SAS contract completion.
11. YBITS Frame 1 accelerated 3 months
12. WB Hinge K Turn Over Option- MCM Early Release of WB Frame 2 to ABF beginning of May 2012
13. YBITS1 Frame 2 EB accelerated by 2 months
14. Same Hinge K duration with possible transfer from YBITS to SAS
15. Assumes PWS & Load Transfer milestones accelerated by 2 months and W2 transfer accelerated by 7 months by aforementioned activities, early completion of critical activities (i.e. PWS), and additional resources (i.e. main cable painting)

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** October 26, 2011

FR: Mike Forner, Principal Transportation Engineer, Caltrans

RE: Agenda No. - 6a

Item- Antioch and Dumbarton Bridge Seismic Retrofit Updates

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:

<u>Antioch Bridge:</u>

- Time Elapsed: 75% (This includes 97-day time extension given under CCO 6)
- Work Completed: 82%
- Remaining contingency and supplemental funds $2.8 million

Update of ongoing field work is as follows:

- Suspended platform installation completed at 31 of 32 total piers.
  Platforms removed at 16 of 32.
- Stair tower installation completed at 28 of 30 total piers.
  Stair towers removed at 18 of 30.
- Drilling for drill and bond activity completed at 20 of 20 total piers.
- Post-tensioning completed at 36 of 38 total piers.
- Jacking stiffeners completed at 37 of 41 total piers.
- Fabrication of seismic bearings completed for 82 of 82 total bearings.
- Installation of seismic bearings completed for 64 of 82 total bearings.
- Fabrication completed for 116 of the 116 total steel column casings.
- Cross bracing fabrication 100% complete.
- Cross bracing installed at 20 of 20 Piers

- Nineteen of 20 piers with concrete pedestals are complete. The last pedestal pour at Pier 21 is scheduled for October 25th.

Dumbarton Bridge:

- Time Elapsed: 46%
- Work Completed: 33%
- Remaining contingency $3.6 million

Update of ongoing field work is as follows:

- Completed 90% of the pumping plant.
- Installation of the 36-inch drainage pipe at the NW frontage road is ongoing.
- Twenty-nine of the 32 deck access openings are complete. Access openings are recessed and smooth for the driving public.
- Installation of access platforms at piers 17 thru 30 is complete, total 14 of 16 locations.
- Concrete coring operation is complete at 13 of the 16 bent caps that require modification. A total of 76 -3-inch cores are required at each bent cap.
- Concrete has been placed at 7 of the 16 bent cap widenings.
- Interior and exterior jacking frame welding is complete at 3 of 16 piers.
- Earthquake Protection Systems (EPS) bearing fabrication is ongoing. The set of 9 bearings is scheduled for testing at the University of California, San Diego (UCSD) in December 2011.
- Installation of the bearings at the main span piers is an ongoing issue that will be resolved by the end of the year. The Department has hired an expert to do an independent check on stresses encountered during bearing installation. At the present time there are four options that are being explored and they are:

Option	Description	Schedule Impact	Cost Impact
0	Contractor's Bid	0	0
1	Web Shims	0	$400K-$800K
2	Web + Puck Shims	3 months	$600K-$1,200K
3	Shims + Live Load transfer	12 months	$5,000K-$10,000K

ITEM 7: OTHER BUSINESS

No Attachments